

Latitude 38

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CS 40 • "Import Boat of the Year"

CS 36 • Over 350 sold

CS 30 • Over 250 sold since 1985 debut

New CS 36 Merlin is coming ... Special introductory price at the April Boat Show

New CS 40

"Import Boat Of The Year"

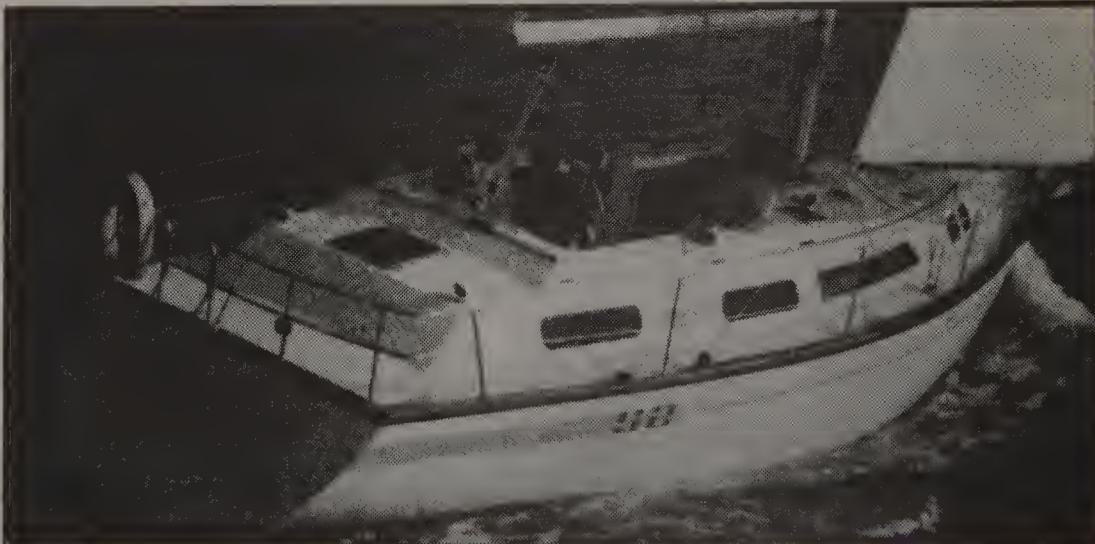
Sailing World Magazine

NEXT D'ANNA CUP RACE FOR OUR BOAT OWNERS ... MAY 2nd



35

- The S-2 is *hot!*
- Luxurious aft stateroom.
- Superb design throughout.
- Many awards won for the most innovative yacht in years.
- A real breakthrough in design.
- Only one left @ \$99,500 special.
- *Special package*



Selected Used Yachts For Sale • We Offer "Yacht Search" For You

POWER

26' Wellcraft \$22,500

26' Carver 17,900

28' Tollycraft 13,500

34' Executive 75,000

40' Owens 12,000

42' Grand Banks 94,500

24' Cal 5,600

24' S-2 9,800

25' Merit (2) from 13,500

25' US Yachts (2) from 9,950

26' Pearson 26 14,900

26' S2 Center cockpit 22,000

26' Westerly 16,500

27' Bristol 9,800

27' Catalina 14,000

27' Cal 19,800

27' CS Yacht 24,000

27' Norsca 39,900

28' San Juan 28 23,000

29' Cal 24,000

29' C&C 32,000

30' CS 59,000

30' Islander 28,500

30' Pearson 33,500

30' S2 Center cockpit 59,900

31' Pearson 31 35,900

32' Bayliner 13,000

33' Yamaha 43,500

33' Pearson 33,000

36' CS fresh water boat 78,900

36' Islander 36 (2) from 47,900

36' S2 69,000

37' Crealock 107,000

37' Esprit 69,500

40' Morgan 70,000

40' Newporter 61,000

40' Valiant (2) from 98,000

41' Islander Freeport 99,000

41' Bounty 65,000

45' Lancer 159,000

47' Valiant Loaded 275,000

Also: We Have A Few Openings For Charter Yachts.

San Francisco Bay, Los Angeles, Caribbean

11 Embarcadero West #100 Oakland, CA 94607

Giving You More Since '74 • Sales • Service • Rentals • Club

We'll Tell You No Lies

Q. What do you get when you cross a Wabbit and a Pineapple? Bruce Wright can tell you — owner of a Wabbit named "Phrog" and a whole new suit of Pineapple Sails.

Caroline Groen



A. 1st in class in the L.A. midwinter!

PHROG*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2
Sails in need of repair may be dropped off at: Svendsen's in Alameda
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123 SECOND STREET, OAKLAND, CALIFORNIA 94607

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Quality & Integrity Fr

Passport owners have a fierce pride in their handcrafted yachts tailored to their individual needs. Attention to detail and superior quality control is the key to the Passport's beauty and integrity. All Passport Yachts feature

large volume interiors that have been skillfully designed to offer more than 17 optional interior layouts. Superior craftsmanship in a performance cruiser at a very competitive price, that's Passport Yachts. Sizes range from 37' to 51'.



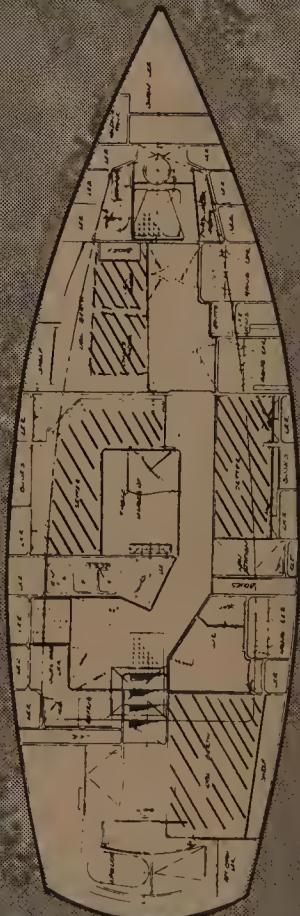
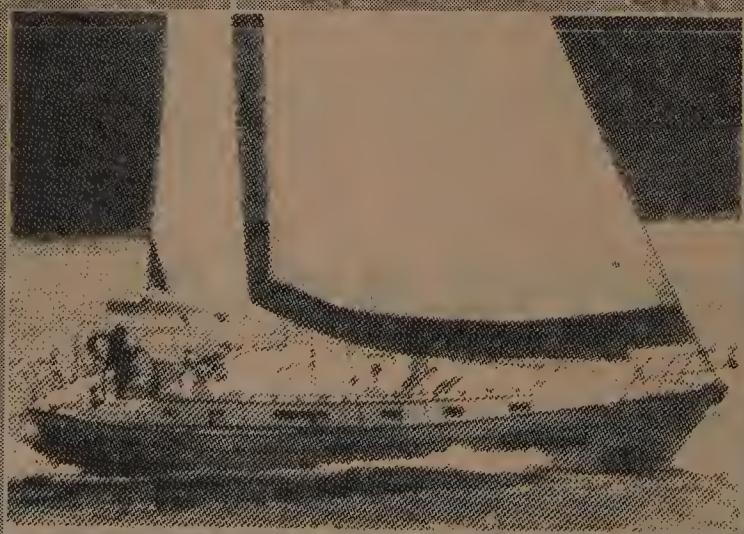
Passport 37, Robert Perry's latest design for the Passport series, is the perfect cruiser for long voyages. Not only is this boat fast, stable and responsive but it gives you a lot more room below decks than you'd expect.

"Passports are some of my most popular designs due to quality workmanship, superior handling performance and competitive price. A combination that's hard to beat."

Robert Perry
designer of the Passport 37, 40, 47.

Passport 47.
If a boat could be a perfect 10, this is it.

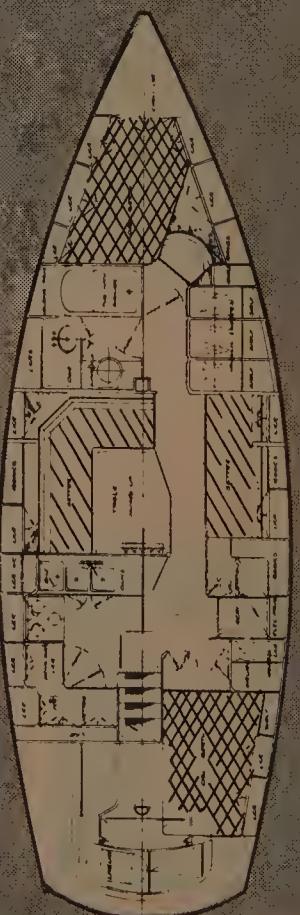
Passport 42.
(Not shown) is a totally serious blue-water express. See it at our docks.



The Passport 40 boasts a large elegantly appointed interior with 18 optional layouts (2 shown here) and exhilarating sailing performance.



Bringing Affordable Luxury to Yachting



From Sea To Shining Sea.

You will find Bénéteau in the rugged world of the charter trade, at the most prestigious yacht clubs, or in the winners circle at any racing event. Construction excellence coupled with proven designs from world premier yacht designers like German Frers give all Bénéteau sailboats easy handling characteristics and fun for your entire family.

Bénéteau gives you the ability to sail through big seas and high winds with a smile on your face.

It's this approach to yacht building that's been Bénéteau's philosophy for 100 years.

Sizes range from 23' to 50'.



BENETEAU

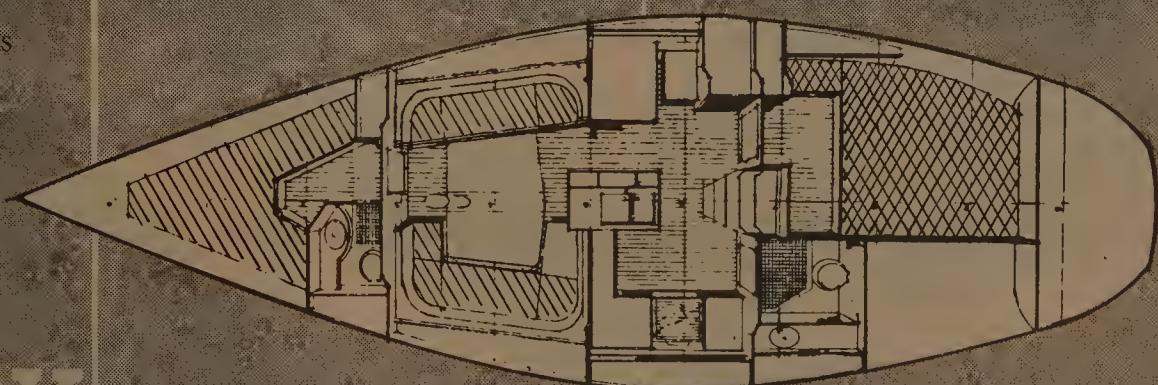
Because the Sea Demands the Best



Bénéteau 305. The 305 proposes the most spacious accommodations in a hull this size. Featuring an aft cabin with a double bed, forward private cabin and a saloon full of light.



Bénéteau 235. Would you believe two real double berths, enclosed marine head, a galley, nav station and more skillfully designed into a 23' cruising rocket. It's true.



Bénéteau 405. This beautiful yacht features an extra large interior with 2 private staterooms, 2 heads and a very comfortable saloon. The accommodations come in two optional layouts (1 shown here).

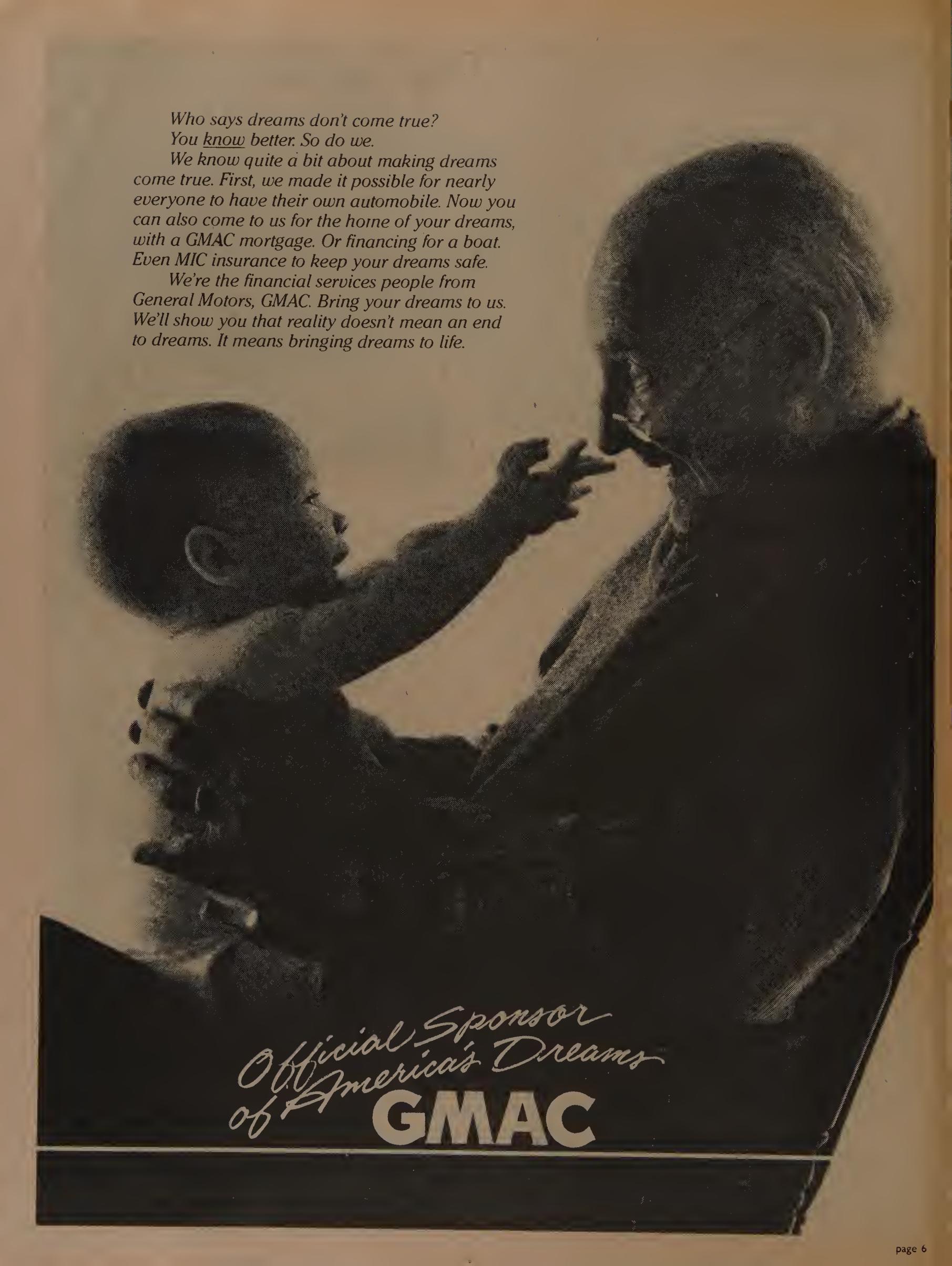
See us at the Newport Sailboat Show
April 1 to 5.

San Francisco Bay Boat Show
April 8 to 12.



PassageYachts^{INC}

1220 Brickyard Cove Road
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COVER PHOTO: LATITUDE 38/RICHARD
The Shadow Knows — Where This Photo Was Taken
Graphic Design: K. Bengtsson
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Why Settle for a Small Boat When You Can Have a Small Yacht?

BENETEAU 235

Cruising Rocket. Over 70 sold in 30 months



Below decks there is a dinette between opposite settees that converts into a double berth. There is another double berth aft under the cockpit. There is, amazingly, a galley with a stove, ice box and sink to port. To starboard there is an enclosed head with a small chart table.

The question "how much interior can go into a 23 footer" has been answered by Beneteau with their new First 235.

BENETEAU 285

This Is It! The 28 Footer You've Been Waiting For.



If you have been looking for a quality yacht at an affordable price see the new First 285 by Beneteau.

The 285 has big boat features like an inboard diesel, two enclosed sleeping cabins, a large head compartment, a huge main saloon and a real galley with stove and oven.

The boat is fast and easily handled with wheel steering available.

 PassageYachts

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CITY OF PETALUMA

*12 NAUTICAL MILES
TO CARQUINEZ BRIDGE

**PORT SONOMA
STILL RETAINS THE
RELAXED, COUNTRI-
FIED ATMOSPHERE
THAT MAKES IT ONE
OF OUR FAVORITE
SUMMER SPOTS!"

Latitude 38



*12 NAUTICAL MILES TO
SAN FRANCISCO BAY

*25 NAUTICAL MILES
TO THE CITY
OF PITTSBURG
(BEGINNING OF THE
DELTA REGION)

*20 MINUTES FROM
THE WINE COUNTRY

1 MONTH FREE WITH A 6 MONTH LEASE

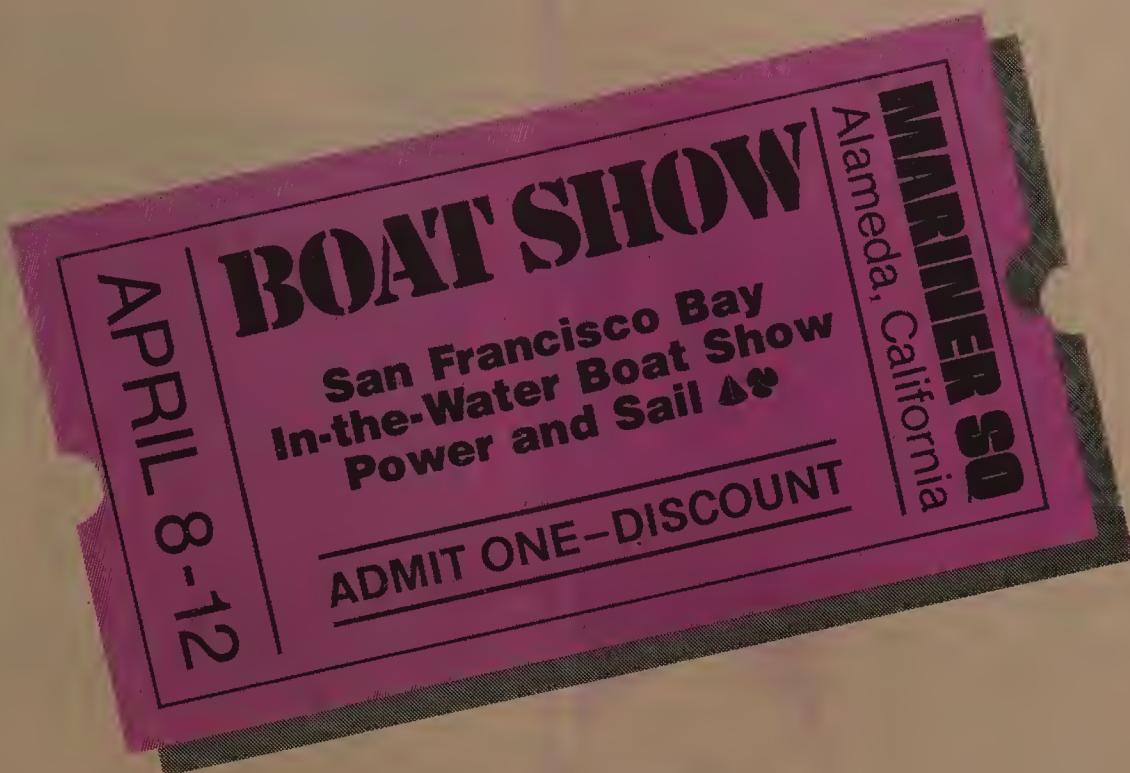
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PRESENT MARINA FACILITIES

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- ON LAND LOCKERS
- ICE MACHINE
- LIGHTED TENNIS COURT
- DRY STORAGE (BOATS & TRAILERS)
- SERVICE DEPARTMENT
- CHANDLERY
- PICNIC GROUNDS
- AT EACH SLIP - WATER, PHONE CABLES, SEPARATELY METERED, ELECTRICAL HOOKUPS ALL CONTAINED IN A LOCKABLE DOCK BOX



	W	Th	F	S	Su
APRIL	8	9	10	11	12



Five of the best days in April will be spent at the Boat Show!

San Francisco Bay In-the-Water BOAT SHOW
Power and Sail 

The largest In-the-Water Boat Show in Northern California.
Come see sail and power boats on display both in the water and on
land. The latest models from leading manufacturers world-wide.
Marine accessories, too!

LOCATION: Mariner Square Alameda, California. Take the first
immediate right after exiting the Alameda Tube.

HOURS: Wed.-Fri. 11:30-6:00 Sat. and Sun. 10:00-6:00.

ADMISSION: Adults \$5.00 Ages 6-16 \$2.00 Under 5 Free.

\$1.00 DISCOUNT off one General Admission with this ad!

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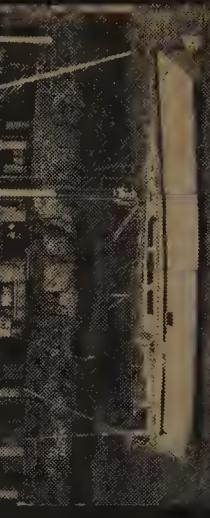
Sunset Yachts

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GT-4 Asking \$245,000 or \$2165/mo
Liveaboard with every comfort, cruise in
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syle (4)

PERRY 41 Try \$95,000 or \$840/Month
1983. Like new, one owner. Fully equip-
ped liveaboard or offshore

ORDAY 39 Try \$77,000 or \$681/mo
1983. Three cabin layout. like new condi-

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Garden design, liveaboard or offshore

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37' O'DAY \$65,000. Only \$574/mo.
Diesel, center cockpit, large aft cabin, excellent condition.

ISLANDER 36 From \$39,000.
Only \$344/mo.
Five to choose from.

CAL 39 \$55,000. Only \$486/mo.
'Bluestreak'.
Only \$344/mo.

Five to choose from.



CATALINA 30 From \$23,000.
Only \$209/mo.
Three to choose from.



POINTED 29 \$30,000.
Only \$265/mo.
Fully race rigged.



ALMOND 32 Try \$30,000.
Only \$265/mo.
1984, roller furling, diesel.
Family cruiser.



CATALINA 27 From \$13,000.
Only \$144/mo.
We have four — inboard, outboard.

TRADEWINDS 35 Try \$66,000.
Only \$583/mo.
Perry design, full keel cruiser, 1985.



ISLANDER 28 From \$27,000.
Only \$247/mo.
Two to choose from, like new.



SANTA CRUZ 27 Try \$16,500.
Only \$150/mo.
Fresh water boat, new paint,
absolutely gorgeous!



PEARSON 32 Try \$34,000.
Only \$303/mo.
Pearson quality racer/cruiser in excellent
condition. Motivated seller.

40' CHOY LEE	95,000	36' S2	65,000	31' CHOY LEE	65,000	28' COLUMBIA	33,000	26' SEAFARER	15,000
40' MOTIVA	110,000	35' ERICSON 2 from	34,750	31' PEARSON SLOOP	37,000	28' COLUMBIA MKII	24,000	26' THUNDERBIRD	8,000
40' PEARSON	93,500	35' SANTANA	55,000	31' SEA EAGLE	47,000	28' ISLANDER	36,500	26' RANGER	12,500
40' SWIFT	105,000	34' CAL	32,000	30' CATALINA 3 from	30,000	28' PEARSON	24,500	25' CAL	9,000
40' VALIANT	110,000	34' FAST	52,500	30' ERICSON	34,500	28' CATALINA	24,500	25' CATALINA	15,000
54' CAL MARK II	215,000	34' PERSON	75,500	30' FISHER	59,500	27' CHEY LEE	18,500	25' CHEY LEE	9,500
54' CAL MARK III	245,000	39' CAL 2 from	49,950	30' HUNTER 2 from	26,550	27' CATALINA 4 from	11,000	25' CORONADO	6,000
54' PERRY CUTTER	195,000	34' TARTAN	33,000	30' PERSON	30,000	27' ERICSON 2 from	13,750	25' ERICSON 2 from	15,000
55' ALOEN/LALIBERTE (wd)	190,000	39' OUFOUR	110,000	33' RANGER	34,000	27' ERICSON 2 from	14,900	25' KIRBY	11,950
54' CHIEF	195,000	39' DAY	92,000	33' YAMAHA	42,500	27' GAFF CUTTER	32,000	25' MACGREGOR	6,000
54' PERRY CUTTER	215,000	39' WESTSAIL 2 from	84,000	32' CAL	24,500	27' HOT FOOT	15,000	25' MERIT	6,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	29' CAL	27' HOT FOOT	17,800	25' MERIT	15,900
54' PERRY CUTTER	245,000	39' KETTENBURG	18,000	65,000	29' CASCADE	27' HOT FOOT	19,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	21,500	25' PERSON ARIEL	9,000
54' PERRY CUTTER	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	23,500	25' PERSON ARIEL	9,000
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54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	27,500	25' PERSON ARIEL	9,000
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54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	93,500	25' PERSON ARIEL	9,000
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54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	101,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	103,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	105,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	107,500	25' PERSON ARIEL	9,000
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54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	113,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	115,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	117,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	119,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	121,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	123,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	125,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	127,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	129,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	131,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	133,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	135,500	25' PERSON ARIEL	9,000
54' CHIEF	245,000	39' KETTENBURG	18,000	65,000	31' CAL	27' HOT FOOT	137,500		

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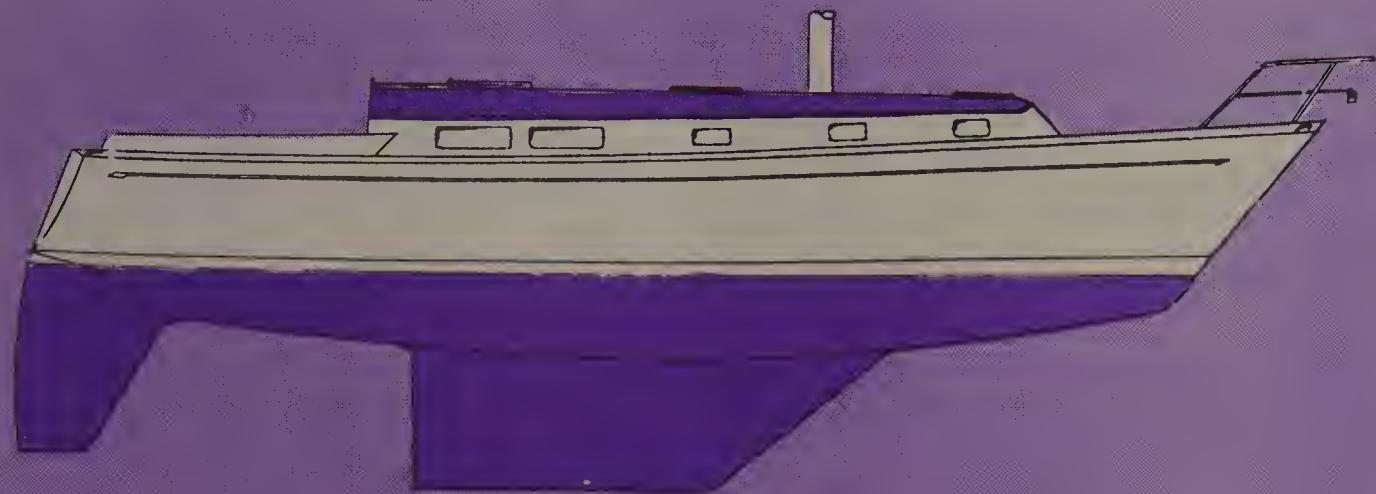
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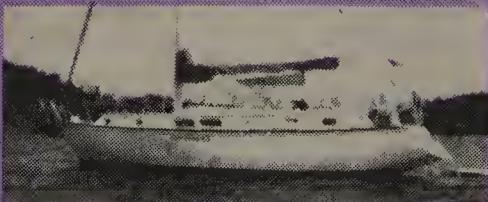
At CRUISING WORLD YACHTS we have exciting developments rolling in like big winter swells these days; Mull steel, New Mull Freedoms, announcements coming soon from Freedom that will leave the rest even further behind, and brokerage boats selling fast (we need more good listings). So if you're buying, selling or dreaming of sailboats, call us first.



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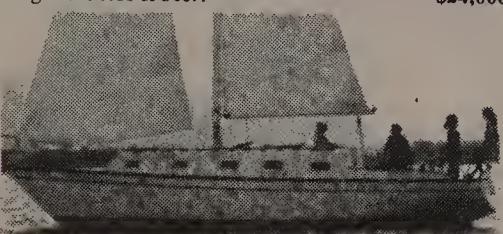




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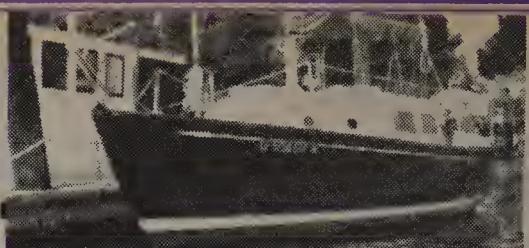
CHALLENGER 32. At the time these were built they were hyped as the strongest boats going anywhere. They're certainly holding up like it. Also one of the biggest interiors in 32'.



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FREEDOM 25. The hotrod sportscar with all Freedom handling comforts. Easy to sail far and easy to sail fast. Spacious camper cabin. **\$24,900**



PEARSON 27. Owned and maintained by another master saw swinger, Classic Pearson from the years when they built 'em too strong. Great Bay boat.



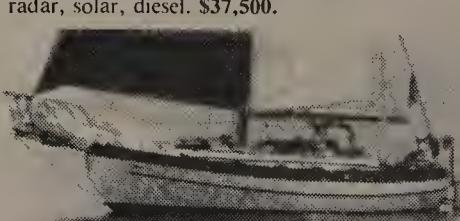
CAPE DORY 27. 1978 Alberg edition, beautifully rigged with extras by engineer/owner. Stainless steel winches, (5) sails, furler, diesel. Call for price.



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22'	Cape Dory		13,900
22'	Westerly Nomad/trir.		15,000
25'	Freedom	(2)	24,900
26'	Pearson Ariel	(2)	9,500
26'	Columbia		11,500
26'	Pearson		15,500
26'	Contessa		20,000
27'	H-27		Offers
27'	Pearson		14,500
27'	Ericson		18,950
27'	Newport		19,950
27'	Tartan		21,500
27'	Sun		22,500
27'	Catalina		24,500
27'	Cape Dory		29,500
27'	Nor'Sea	(2)	34,000
28'	Rhodes Ranger		18,500
28'	Talpan		19,500
28'	Newport		23,750
28'	Morgan O.I.		23,500
29'	Ericson		24,500
30'	Wilderness		Offers
30'	Rawson		16,900
30'	Garden Cutter		25,000
30'	Hunter		24,000
30'	Ericson		27,500
30'	Islander MK III		28,300
30'	Burns Farallone		29,500
30'	Cold Molded Mull		32,750
30'	Bristol 29.9		39,750
31'	Cheoy Lee Ketch		19,500
31'	Pearson		34,000
31'	Mariah		46,500
32'	Ericson		27,000
32'	Columbia Kettenburg		34,900
32'	Rustler		37,500
32'	Traveller		39,500
32'	Challenger	(2)	39,500
32'	Westsail		62,500
32'	Freedom, loaded		79,950
33'	Hunter		39,500
33'	Freedom		89,500
34'	Islander		29,900
34'	Hunter		49,500
34'	Hans Christian	(2)	69,000
34'	Steel Custom Loaded		79,950
35'	Santana		49,500
35'	C&C Landfall		89,500
36'	Islander	(2)	36,900
36'	Custom Steel		49,500
36'	Pearson 365 Ketch		59,500
37'	Islander	(2)	44,000
37'	Crealock Yawl		55,000
37'	Hollman Custom		65,000
37'	Crealock	(2)	88,000
37'	Baltic		115,000
38'	North East		74,000
38'	Steel Pilothouse Ketch		89,500
38'	Hans Christian	(2)	89,500
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40'	Valiant		Offers
40'	Freedom		125,000
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41'	C T Ketch		75,000
41'	Morgan		79,000
41'	Perry		94,000
42'	Garden Ketch		105,000
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45'	Explorer		132,500
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47'	Cheoy Lee Offshore		110,000
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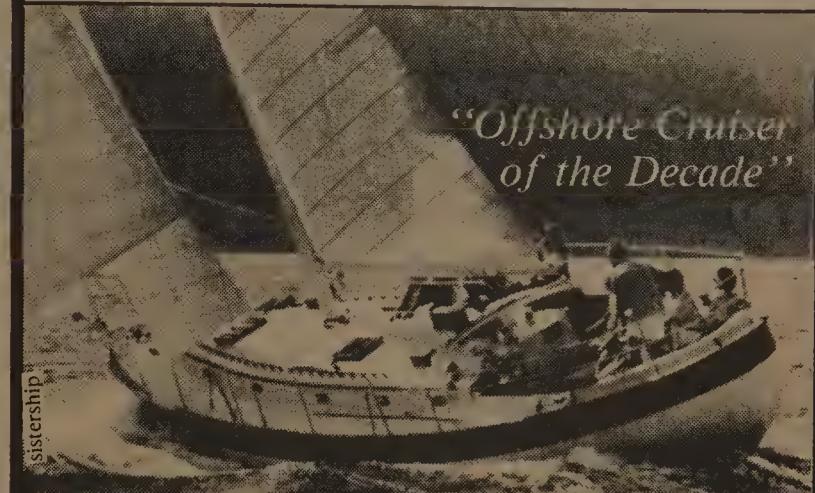
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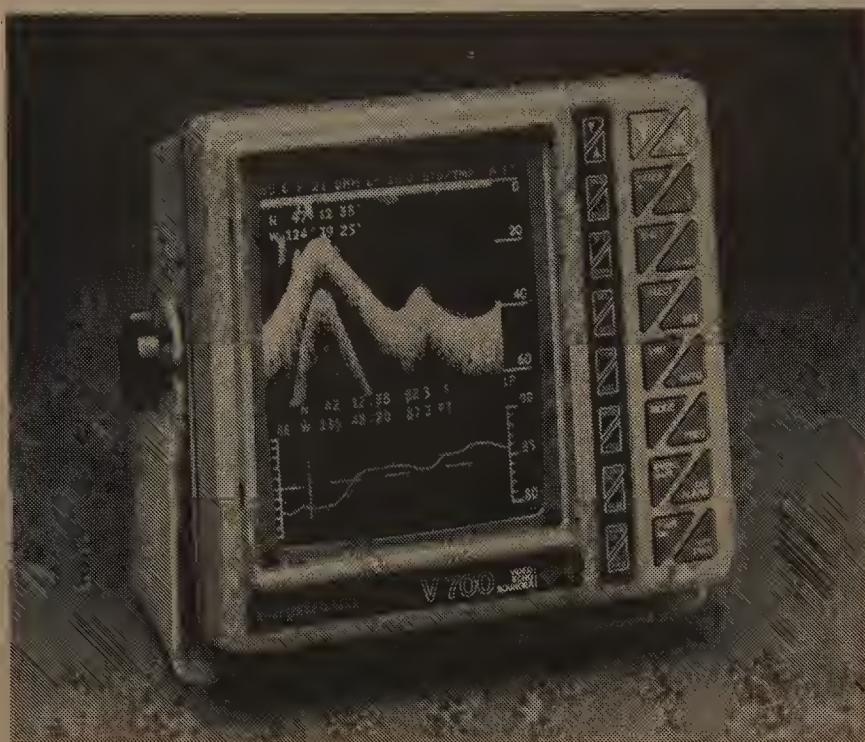
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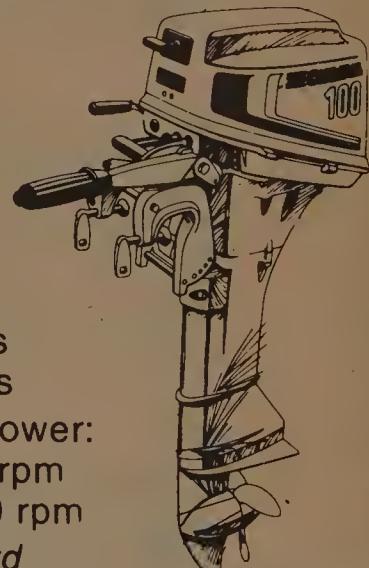
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April 1 — Coastal Piloting class begins at College of Alameda. Classes meet Mondays and Wednesdays through June 17 7-9:30 p.m. Instructor is Sam Crabtree. For details call 748-2255 and ask about Course Number 001, Coastal Piloting.

April 1-5 — Newport In-The-Water Boat Show. State's official tall ship *Californian* will be on display. (714) 673-9360.

April 2 — Meeting of Freya 39 owners. Call Anne Hudson, 332-5928.

April 3 — Slide program by Dale and Kathy Kidwell, "Seven Years Through the South Pacific." Free. 7:30 p.m. at Stockdale Marine, Sacramento. (916) 332-0775.

April 4 — Olson 25 Class Association Picnic and Barbecue at Angel Island. Raft up in Ayala Cove and barbecue on the beach. Contact Nick Gibbens at 546-0123.

April 4 — Islander 28 Association annual meeting and spring seminar. San Francisco Yacht Club. 10 a.m. to 4 p.m. Contact Stephanie Hock at 331-3190.

April 4 — Authors Michael Greenwald, "The Cruising Chef Cookbook," and Derek Van Loan, "Sailing With Ham Radio," will sign books at the Armchair Sailor Bookstore, Sausalito, from 10 a.m. to 4 p.m. 332-7507.

April 6 — Yacht Designer Bill Lee will speak on long distance ocean racing. Sausalito Yacht Club. 7:30 p.m. \$5 admission to support the club's racing efforts. For information call Craig W. Brown, 332-3890.

April 8-9 — Latitude 38 crew parties. April 8 at Corinthian Yacht Club in Tiburon, April 9 at Metropolitan Yacht Club, Oakland. Racing and cruising. See crew list story inside for details.

April 8-12 — In-the-water Boat Show, Mariner's Square, Alameda. Admission \$5 for adults, \$2 for children 6 to 16, free for kids 6 and under. Hours 11:30 a.m. to 6 p.m. weekdays, 10 a.m. to 6 p.m. weekends. For information call 523-0922.

April 10 — Slide show and talk on tides of the Bay by sailmaker Kame Richards. \$3.50. 8 p.m. Sausalito Cruising Club. Call 332-9349.

April 11 — Opening Day on Carquinez Strait, sponsored by Benicia Yacht Club. Benicia Marina Art Show, decorated boat parade, barbecue. (707) 745-2841.

April 12 — Opening Day in the South Bay, sponsored by the Sequoia Yacht Club, Redwood City. Contact Milt Roskelley, 661-6518.

April 14 — Newport Beach Sailing Singles social and planning meeting. 7-9 p.m., Huntington Beach Inn, \$5. (714) 673-3018.

April 18 — Marine gear swap. Sacramento Yacht Club. 10 a.m. to 3 p.m. (916) 924-9351.

April 18 — Bear Boats Forever, get-acquainted dinner for Bear owners to honor season champions. Richmond YC. Cocktails 6:30 p.m., dinner at 7:30 p.m., \$10 per person. Make reservations by April 14 by writing Bear Boats Forever, Richmond YC, P.O. Box 295, Pt. Richmond, CA 94807.

April 18 — Stockton Sailing Club opening day. Theme is "A Delta Holiday." (209) 951-5600.

April 22 — Author Stuart Frank will show slides and discuss his book "Herman Melville's Picture Gallery," about the pictures mentioned by Melville in "Moby Dick." Bayview Room, National Maritime Museum, San Francisco. 7:30 p.m. \$2.

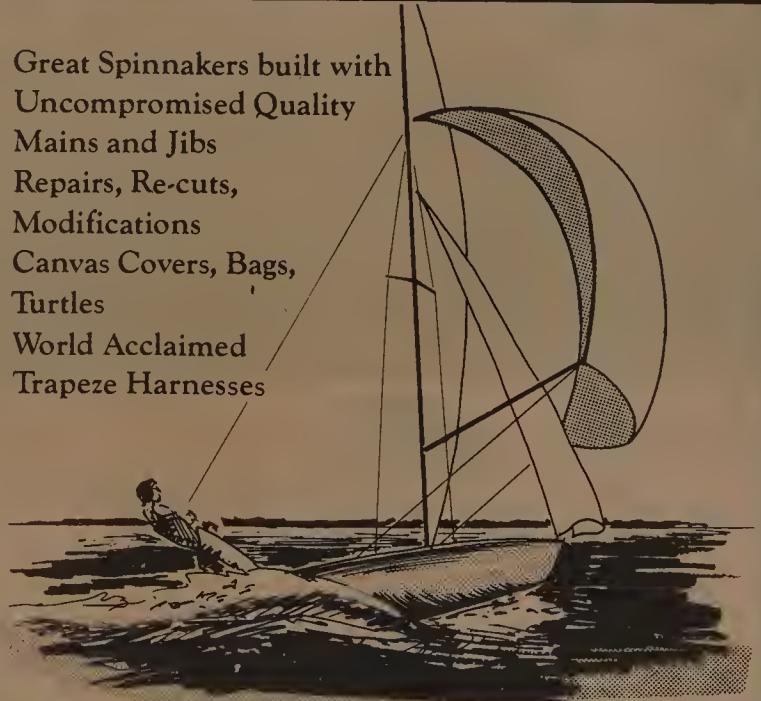
April 26 — Opening Day on San Francisco Bay. Decorated boat parade, random water balloon attacks, general craziness. This year's theme is "The Fabulous '30s on San Francisco Bay."

April 30 — Lecture on yacht design by Tom Schock of Santana Boats. Wine tasting featuring Dry Creek Vineyards, Sausalito Yacht



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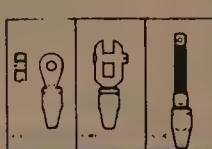
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FWR-125-313H	1/8	5/16	30'	30'	\$36.00 ea.
FWR-125-375H	1/8	3/8	40'	40'	46.00 ea.
FWR-156-375H	5/32	3/8	40'	50'	57.00 ea.
FWR-188-438H	3/16	7/16	60'	60'	73.00 ea.
FWR-219-438H	7/32	7/16	60'	60'	97.00 ea.
FWR-219-500H	7/32	1/2	65'	65'	110.00 ea.
FWR-250-500H	1/4	1/2	70'	70'	123.00 ea.

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(316 Stainless Wire Cable)

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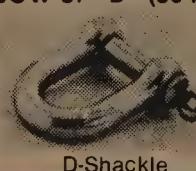


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BOW or "D" (304 stainless)



Bow-Shackle

Pin Size	List	Now
3/16"	\$1.75	\$1.25
1/4"	\$2.25	\$1.60
5/16"	\$3.40	\$2.38
3/8"	\$5.25	\$3.70

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prices subject to change without notice

CALENDAR

Club. \$5. 7 p.m. Contact Don Brousseau or Steve Marsh at (707) 584-0227.

May 9 — Marine swap meet. Pt. San Pablo Yacht Club, 700 W. Cutting Boulevard, Richmond. 8 a.m. Free. 233-1046.

May 17 — Regional Seven Seas Cruising Association 35th Anniversary Party. Kiana Lodge, Poulsbo, Washington, with anchorage in front. For more information contact Jeri or Marty Sixt, P.O. Box 10755, Winslow, WA, 98110 (206) 842-8577 or Penny or Mike McLaughlin, P.O. Box 10670, Winslow, WA 98110 (206) 842-1632.

May 24 — The Golden Gate Bridge birthday party, everybody invited.

May 29-31 — Westsail Owners Association Rendezvous. Marina Bay, Richmond. Contact Michael Sison, P.O. Box 542, Pinole, CA 94564.

Through August 31 — Canvas, Oil and Water. Marine paintings on display at National Maritime Museum, foot of Polk Street, San Francisco. 788-8300.

Racing

April 3-5 — Olympic and Pan American Classes regatta. Alamitos Bay Yacht Club, Long Beach. Contact Ken Weiss, Alamitos Bay Yacht Club, 7201 East Ocean Boulevard, Long Beach, CA 90803. Phone (213) 434-9955.

April 4 — Doublehanded Farallones Race for monohulls and multihulls. Sponsored by the Bay Area Multihull Association. For information call Don Sandstrom at 339-1352.

April 4 — San Leandro Invitational Regatta. For PICYA clubs, with two boats per division per club selected by club or race committee. Contact Ed Rank at 462-6315.

April 4-5 — SBRA Divisions B and C at San Francisco YC. Call Gene Harris, 548-3730.

April 5 — Opening of Santa Cruz Ocean Racing Extravaganza (SCORE). Short course (15-30 miles). Santana 22s to SC 70s. Continues May 3, June 7 and August 1. Contact Rob Franks (408) 425-0361 or Santa Cruz Yacht Club (408) 425-0690.

April 5, 11, 12 — Qualifying races for Folkboat Internationals. Cityfront. 567-8644.

April 7 — Windsurfer triangle racing on Tuesday evenings through September 22. Foster City Lagoon Boat Ramp. For information call (408) 248-5696. Other series April 11, Lexington Reservoir, (408) 356-4958 and; April 25-26, Woodward Reservoir, (209) 473-0800.

April 11 — Doublehanded Lightship Race. Proceeds to charity. For details call 769-8257 or 934-5197.

April 11 — Guadalupe Single/Double Handed Race. A Southern California classic put on by the Pacific Singlehanded Sailing Association. The distance: 630 miles, the record: 5 days, 20½ hours. Contact Steve Boothe at (213) 823-8868 and leave a message.

April 11 — Colin Archer Memorial Race for double-ended, full keel, displacement cruisers. Contact Encinal Yacht Club, 522-3272 or Stan Tice, (408) 277-5215.

April 11 — Soling race clinic. Corinthian YC. Lecture at 9 a.m., sailing at 11 a.m. Potluck afterward. Contact Mark Murray, 333-2244.

April 11-12 — Lakeport Yacht Club Spring Regatta. Clear Lake. For information call Dick Smith at (707) 263-1476.

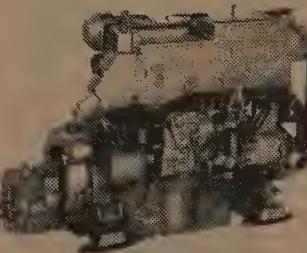
April 17 — Junior Racing Seminar featuring Bob Smith, designer of *High Risk* and *Lois Lane*. St. Francis YC starting at 10 a.m. \$15 admission includes lunch, dinner and on-the-water instruction. Open to sailors 13 to 19 who have their own Lasers. Contact Dean Dietrich

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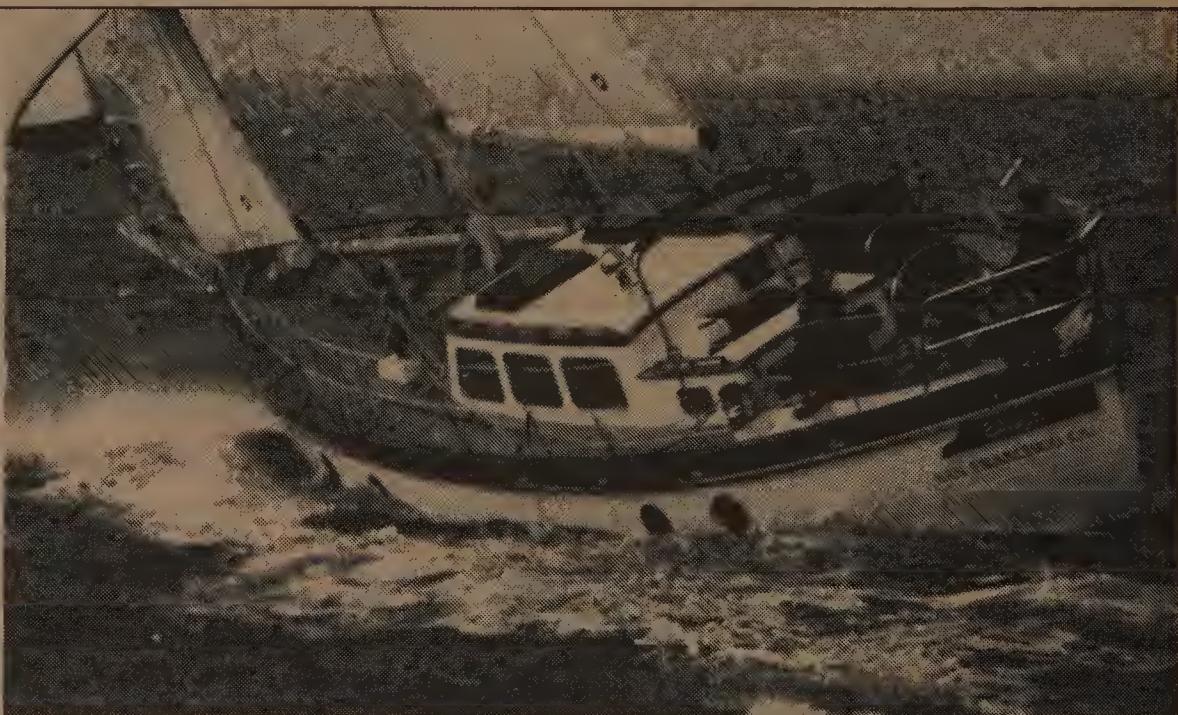
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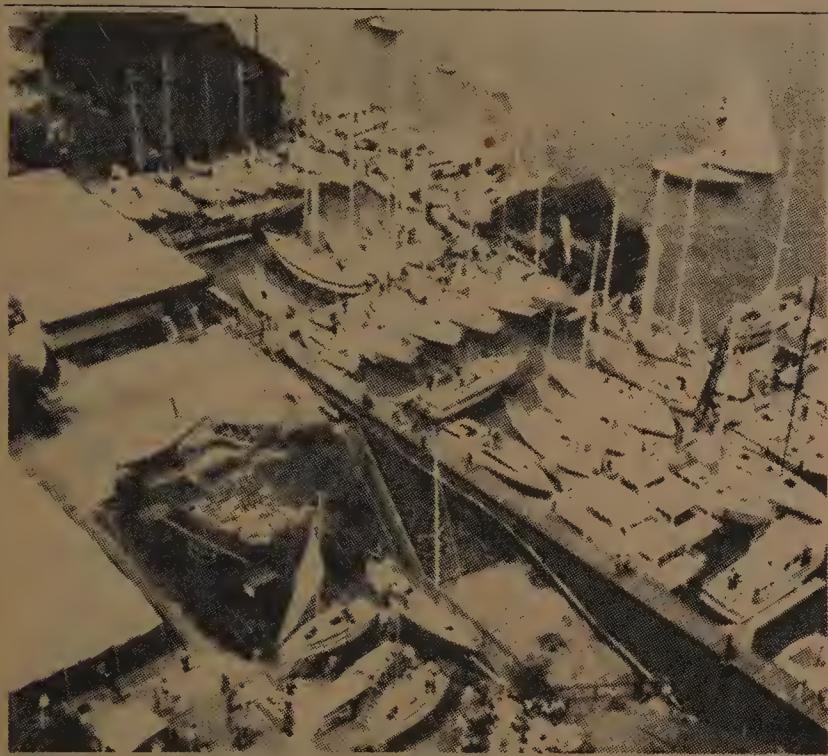
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CALENDAR



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at 781-4200 or 567-2370.

April 25 — Pre-season tune-up and race seminar for Thunderbird owners or those interested in the class. 10 a.m. Several Thunderbirds will be available for inspection and sailing. For details call Michael Sheats, 849-3631, or Curtis King, 938-4809.

April 25 — Bullship Race. El Toros race across the Gate. Big water, small boat.

April 27-May 2 — Folkboat Internationals with 30 entries from Ireland, Finland, Germany, Denmark and Sweden. Berkeley Circle, sponsored by the St. Francis YC. 567-8644.

May 1 — Opening of Spring T.L.A. Series. Encinal Yacht Club. Other races May 15, May 29, June 12 and June 26.

May 1 — Deadline for applications for Master Mariners Regatta, to be held Memorial Day, May 23. Contact Gary King, 237-5236. (New Master Mariners year book will go on sale in May.)

May 2 — SBRA Divisions A and B at Encinal YC. Contact Gene Harris at 548-3730.

May 2-3 — Konocti Cup, sponsored by the Lakeport YC on Clear Lake. Jim Ziebell (707) 277-SAIL.

May 2-3 — Vallejo Race. Traditional opening day for racing on the Bay. Race from the Corinthian YC to Vallejo on Saturday, and back to Red Rock on Sunday. More than 700 boats are expected. Don't miss this one. Contact Gary Slack, (707) 644-1879.

May 2-3 — Raisin Bowl Invitational Regatta for keel and center-board classes. Millerton Lake, near Fresno. Day Sailer will have a class start. Contact the Fresno YC, P.O. Box 12352, Fresno, CA 93777.

May 14 — Women's Racing Association spring series award presentation. 7 p.m. Call Debra Jose, 563-1731.

May 16 — SBRA Divisions A and B at Lake Merritt Sailing Club. Call Gene Harris at 548-3730.

May 23-24 — Whiskeytown Sailing Club Memorial Day Weekend Regatta. Write Pat and Dennis Myers, 3780 Hole-In-One Drive, Redding, CA 96002.

June 4 — BQC Blue Riband Challenge. Competitors in this new New York to Plymouth, England, race will compete against each other and the trans-Atlantic sailing record set in 1905 by the

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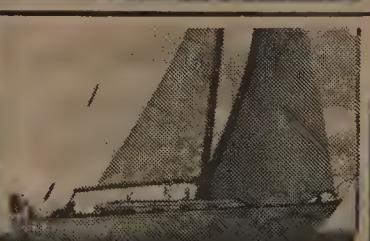
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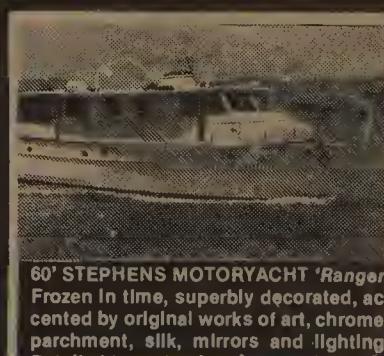
105' Loggett	'03	200,000	36' Yamaha	'81	79,000
59' Ketch	'81	250,000	36' Islander	'78	55,000
56' Garden		56,000	36' Islander	'72	50,000
53' Rutherford	Total	140,000	36' Hunter	'81	58,000
52' Columbia		125,000	36' Freeport	'78	89,000
50' Gulfstar	'77	139,000	36' Freeport	'80	75,000
49' Chinese Junk	'83	95,000	36' Cheoy Lee Lunders	'71	50,000
47' Valiant	'82	275,000	36' Cheoy Lee	'76	75,000
46' Garden Ketch	'75	125,000	36' "J" Pearson Iliso	'81	86,000
46' Abeking Ketch	'35	22,000	35' Trimaran	'78	40,000
45' Stephens Bros	'37	65,000	35' Cal	'80	69,500
45' Garden Ketch	'77	145,000	34' Tartan	'74	34,500
44' Peterson	'81	130,000	34' Moody	'84	63,000
44' Peterson	'78	125,000	34' Fisher	'84	115,000
44' Islander	'74	80,000	34' Cal	'69	34,000
44' Hardein	'79	130,000	33' Ranger	'74	30,900
44' Garden	'62	58,000	33' Hunter	'79	46,000
43' Deborde	'63	38,500	33' Hunter	'81	45,000
43' Alden Schooner		95,000	33' Hunter	'79	44,000
42' Westsail		5,000	33' Hunter	'77	38,500
41' Rhodes	'60	53,000	33' Hans Christian	'81	87,500
41' Perry	'79	125,000	32.8 Pearson Yachts	'65	32,500
41' Kettenburg	'08	54,000	32' Westsail	'76	45,000
41' Formosa	'72	79,500	32' Traveler	'75	54,450
41' Cheoy Lee	'79	110,000	32' Traveler	'78	49,500
40' Ocean	'83	130,000	32' Elite	'85	55,000
40' Hinckley	'63	89,500	32' Coronado	'73	49,995
40' Freedom	'81	158,000	32' Aries	'79	45,000
39' Landfall	'79	85,000	31' Southern Cross	'76	48,000
39' Ericson	'72	65,000	31' Pearson	'79	43,000
39' Ericson	'71		30' Tahiti Ketch	'76	49,500
38' Morgan	'81	82,000	30' Roberts	'72	13,500
38' Hans Christian	'81	116,000	30' Pearson	'83	59,500
38' Hans Christian	'79	93,500	30' Pearson	'73	26,800
38' Hans Christian	'78	85,000	30' Palmer-Johnson	'72	35,000
38' Easterly	'78	79,000	30' Pacific Sea Craf	'79-80	29,000
38' C&C Landfall	'81	89,000	30' Newport	'79	36,000
38' Alajuela	'77	85,000	30' Newport	'77	31,000
37' Islander	'74	35,000	30' Newport	'67	25,000
37' Flying Dutch	'78	60,000	30' Lancer	'78	25,000
37' Endeavor	'79	70,000			

POWER

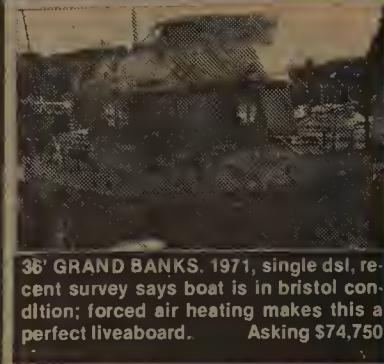
96' Broward	'56	68,500	43' President	'83	169,000
80' Tacoma Twr	'27	125,000	43' California	'85	236,500
76' Stephens	'73	800,000	42' Grand Banks	'68	79,500
70' S.A. Williams	'36	125,000	41' P.T.	'80	119,000
65' Nordlund	'79	550,000	41' Mathews	'52	39,500
60' Stephens	'66	350,000	41' Luhrs	'79	89,000
60' Pacemaker		250,000	41' Chris Craft	'74	79,000
55' Criscraft	'62	130,900	41' Chris Craft	'50	37,000
53' Monk	'71	140,000	40' Post	'72	59,000
53' Bluewater		230,000	40' Pilgrim	'85	165,000
52' Bluewater	'82	210,000	40' Owens	'65	44,000
52' Bell	'84	230,000	40' Marine Trader	'78	79,000
50' Ocean	'83	250,000	40' Hoover	'80	68,000
50' Longbeach Co.	'61	125,000	40' Bluewater-Taiwa	'77	86,000
50' Chris		110,000	38' Stevens	'41	23,500
49' Albin	'79	165,000	38' Chris Craft	'83	110,000
48' Chris Craft	'62	89,500	37' Hunter	'64	41,500
47' Pacemaker	'70	125,500	37' Hunter	'69	25,000
47' Monk	'62	80,000	37' California	'72	89,000
45' Matthew	'68	90,000	36' Trojan	'74	86,000
44' Pacemaker	'66	121,000	36' Shin-Shing	'78	65,000
44' Gulfstar	'80	180,000	36' Sea Ray	'78	79,000
43' Stonington	'55	40,000	36' Grand Banks	'74	89,950
43' Stephens	'29	39,900			



46' GARDEN stay'sl ketch. Romance of wood in a meticulously detailed fiberglass hull. Elegance above and below. \$145,000



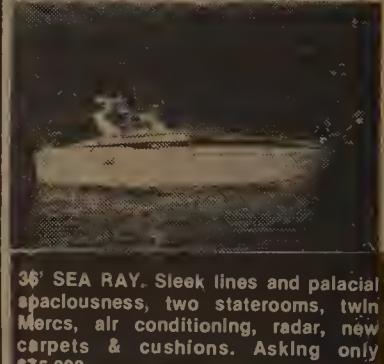
60' STEPHENS MOTORYACHT 'Ranger' Frozen in time, superbly decorated, accented by original works of art, chrome, parchment, silk, mirrors and lighting. Detailed to perfection. \$350,000



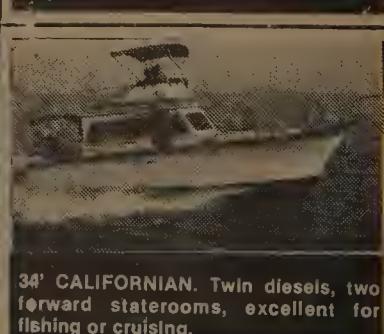
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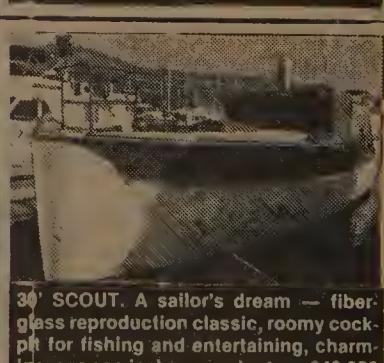
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CALENDAR

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June 8-12 — Moore 24 Nationals. Freeport, Texas. Bridge Harbor Yacht Club. Contact Cheryl Turner (817) 469-1180.

June 13-14 — U.S. Speedsailing Grand Prix. Long Beach. Contact George Kolesnikovs; (714) 675-0132.

June 19-25 — Olson 30 Nationals, Southern California. The Channel Islands and Anacapa YC's will host. 30 to 40 boats from as far away as Texas are expected to attend. Gene Proffitt (805) 488-4658.

June 27-July 5 — Three-Quarter Ton North American Championships. Seattle YC. Contact Marty Blanchard at (206) 285-6508 days and (206) 782-0494 evenings.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

Calendar listings are announcements, and any events that are free or cost less than \$5 to attend. The *Calendar* is **not** meant to support commercial enterprises.

April/May Weekend Tides

date/day	max current	slack	max current
4/04/Sat	0144/1.3F	0418	0756/3.3E
		1219	
4/05/Sun	1527/2.2	1901	2044/0.9E
		0114	
4/11/Sat	0346/1.0F	0620	0955/3.0E
	1430		
4/12/Sun	1754/2.2F	2111	2258/0.8E
		0030	0311/3.2E
4/18/Sat		0645	
	0937/3.0F	1232	1523/3.8E
4/19/Sun		1900	2153/3.4F
		0057	0346/3.8E
4/25/Sat		0721	
	1014/3.4F	1318	1602/3.7E
5/2/Sat		1931	2223/3.4F
	0136/2.1F	0409	0759/4.7E
5/3/Sun		1157	
	1506/3.2F	1852	2047/1.5E
5/19/Sun		2329	
	0238/1.7F	0506	0900/4.3E
4/26/Sun		1309	
	1619/3.0F	2004	2154/1.3E
5/2/Sat		0003	0304/4.0E
		0635	
5/3/Sun		0937/3.6F	
		1229	1521/3.6E
5/2/Sat		1845	2140/3.7F
		0036	0341/4.5E
5/3/Sun		0719	1020/3.9F
		1322	1601/3.4E
5/2/Sat		1923	2215/3.5F
		0350	0732/4.0E
5/3/Sun		1139	
		1443/2.7F	2012/1.2E
5/3/Sun		2312	
		0434	0822/3.6E
5/3/Sun		1237	
		1542/2.4F	2107/1.0E



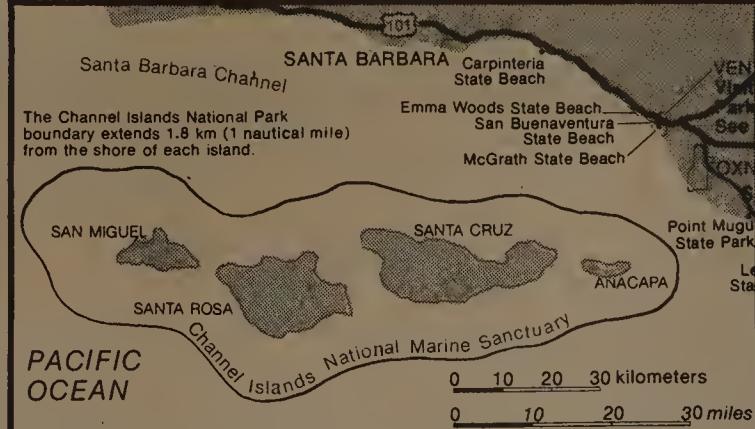
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Class — over one thousand of these popular cruiser/liveaboards have been built. Morgan Marine has just re-introduced this boat. All new — new deck, interior, underbody. On display at our docks.



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Knotmeter, depthfinder, furling jib, 3 burner stove with oven. \$15,200.



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Beautiful traditional American-made cruiser. Heavy duty, sail anywhere. Volvo dsl. \$46,500.



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Full cruise gear ... \$125,000. Sistership



1983 CATALINA 38

Furling, knot & depth meters, VHF, 150 genoa, 110 genoa, custom cushions, clean. \$65,900. sistership



1983 CATALINA 36

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1972 24' Coast Rec.	8,900
1980 25' Capri	13,900
1977 25' Catalina	13,800
1982 25' Catalina	14,500
1984 25' Catalina	15,000
1980 25' Ericson	15,500
1978 25' Lancer	11,500
1976 26' Ranger	13,500
1975 27' Cal 2-7	22,500
71-27' Catalina	12 frm
'85	9,900-25,000
1968 28' Columbia	15,800
'69 30' Islander	16,800
'77 30' Catalina	2 frm
'81	28,000-33,000
1977 32' Westsail	56,000
1976 35' Fuji	59,500
1982 36' F-3	Offers
1979 37' Esprit	69,500
'84-'85 38' Catalina	2 frm
	64,000
1979 46' Morgan	150,000

Eagle Yachts	San Mateo
Sail	
1975 16' Hobie	1,200
1974 21' Clipper	3,900
'68-22' Santana	3 frm
76	5,500-6,450
1973 22' Catalina	5,900
1978 22' Catalina	5,600
1985 22' Capri	10,400
1985 22' Capri	7,500
1978 22' Rhodes	9,200
1972 23' Ranger	11,500
1965 24' Wayfarer	6,500
1963 24' Cheoy Lee	10,000
1980 25' Cal	15,500
1967 25' Cal	7,500
1977 25' Catalina	16,900
1981 25' Catalina	15,000
1979 25' US Yachts	13,500
1970 26' Int'l Folkboat	12,500
1976 26' Ranger	14,000
1969 26' Ericson	11,000
1976 27' Buccaneer	22,500
71-27' Catalina	6 frm
79	13,000-18,500
1971 27' Ericson	18,500
1968 27' Santana	14,000
1981 27' Catalina	22,500
1977 27' Cal	26,900
1967 28' Cal	15,900
1975 29' Cal	27,500
1974 29' Seafarer	14,500
1982 30' Catalina	34,500
1982 30' Catalina	35,000
1974 30' Cal	32,000
1973 30' Islander	28,500
1972 30' Coronado	22,500
1969 30' Ericson	27,500
1972 30' Coronado	21,500
1976 31' Mariah	46,500
1971 34' Columbia	30,900
1980 34' North Coast	55,000
1979 35' Formosa	45,000
1979 36' Allied	79,995
1983 36' Catalina	64,500
1972 36' Islander	55,000
1983 38' Catalina	66,000
1983 38' Hood	135,000
1982 40' Swift	105,000
47' Cheoy Lee	150,000
Power	
1984 36' Grand Banks	135,000
1970 46' Alaskan	155,000

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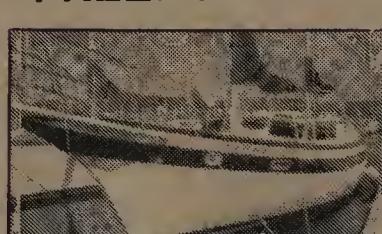
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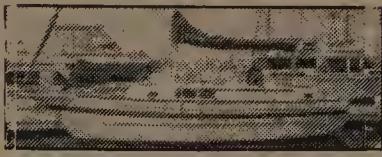
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119,500 40' Columbia

195,000 40' Olson

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90,000 39' Landfall

129,000 38' Ericson

125,000 38' Farallone

85,000 38' Hans Christian

38' Morgan

164,000 38' Alajuela

133,900 37' Pearson

140,000 37' Endeavour

132,000 37' Crealock

175,000 37' Irwin

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71,950 36' Cheoy Lee, 3 from

139,500 36' Formosa

48,000 36' Hunter

49,500 36' Islander, 3 from

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72,500 36' Formosa

55,000 35' Columbia

159,000 35' Bristol

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109,000 34' San Juan

69,000 33' Newport

80,000

35,000

85,000

89,000

79,500

89,000

54,000

51,500

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48,000

35,000

51,500

49,000

60,000

75,000

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59,000

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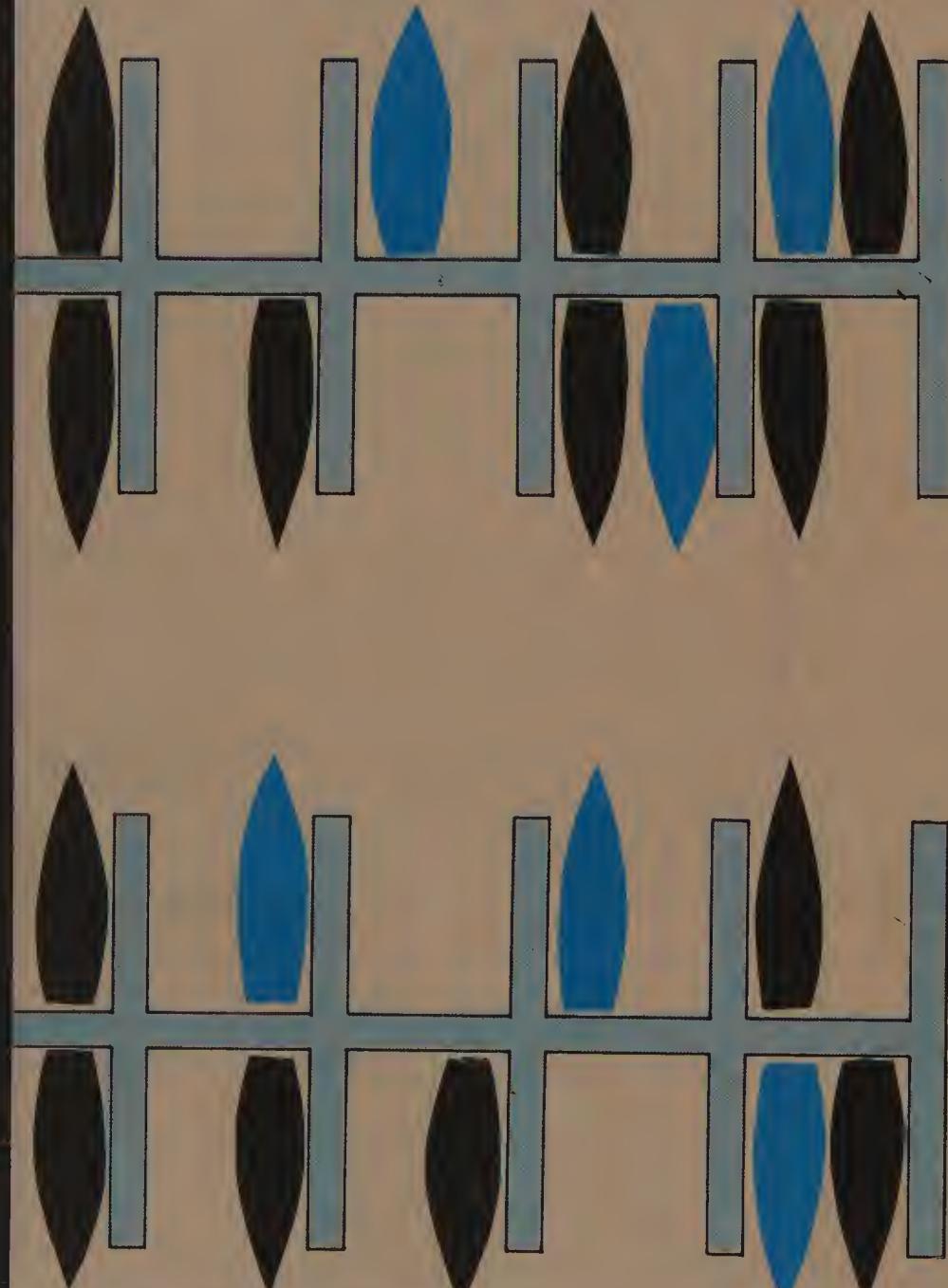


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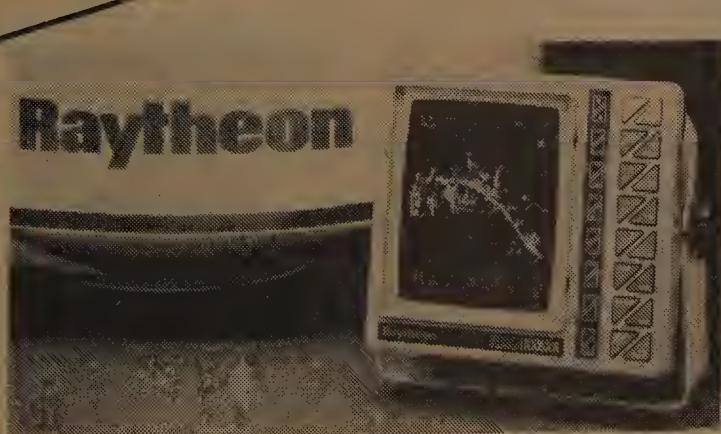
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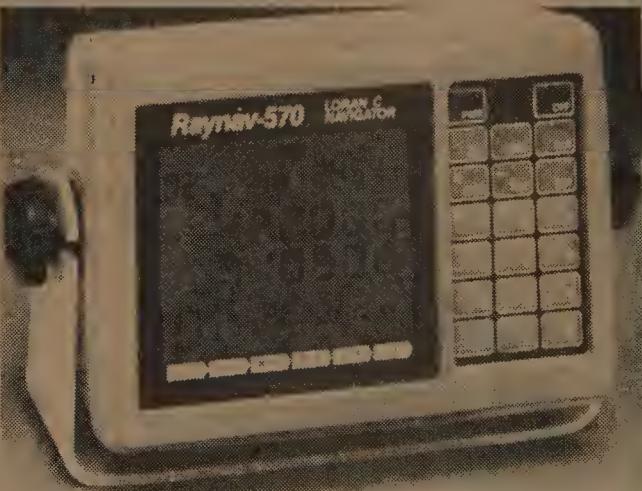


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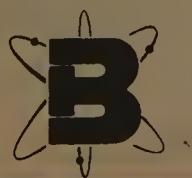
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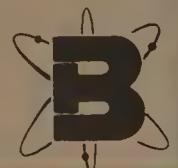
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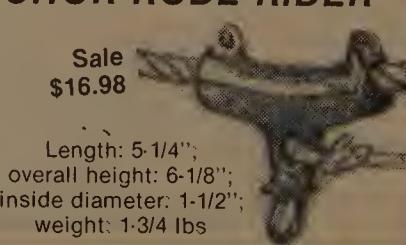
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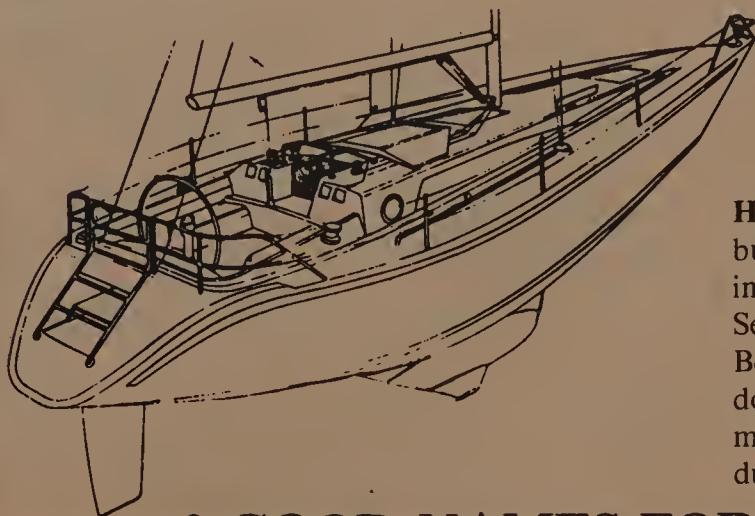
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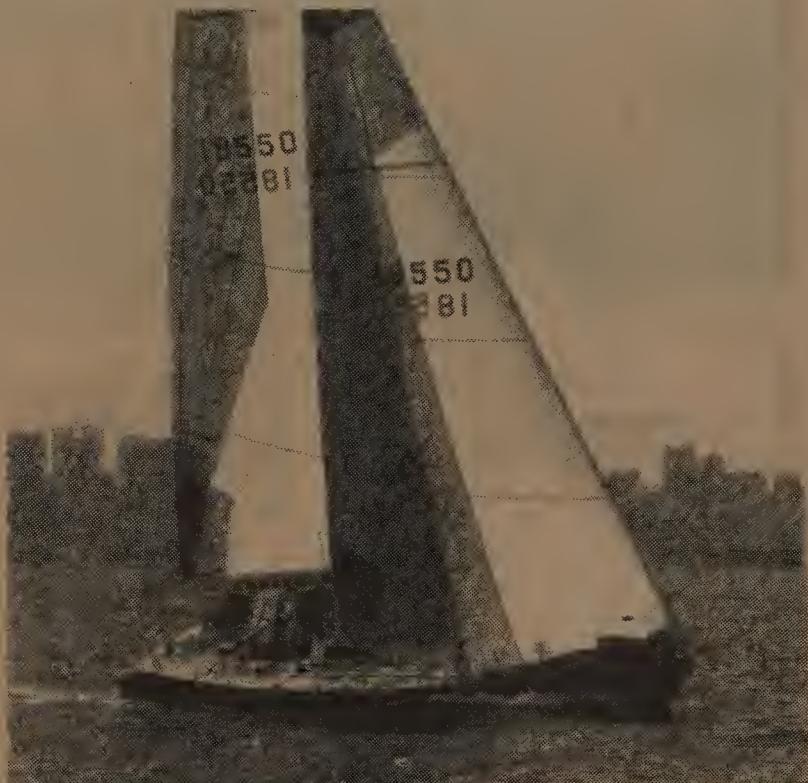
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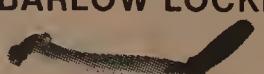


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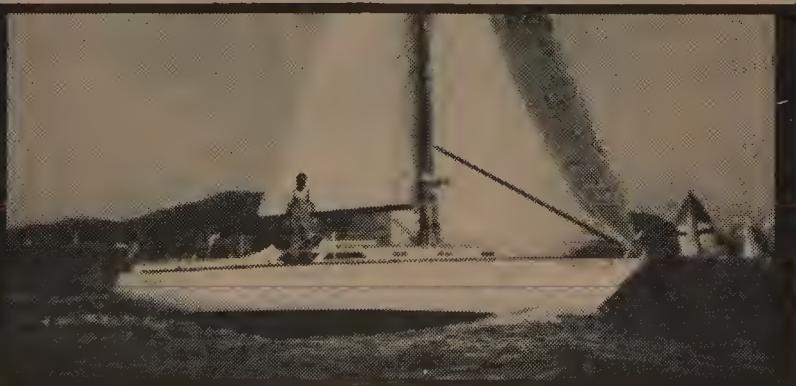
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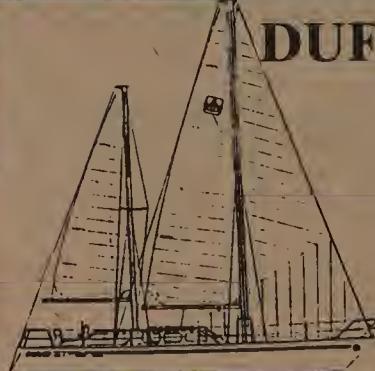
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You do a good job disguising it, but you're truly snobs.

God forbid we have non-Caucasian, low-income, under-educated people living on boats. Only the rich should be allowed to live on boats, or nobody should [Letters, March].

Many times you've said you can't understand the BCDC; well you've let the cat out of the bag. The BCDC is another government agency that works for the rich. Snobs like you don't want low-income people living on boats so the BCDC came into being. And since the rich don't need to live on boats, it doesn't work against them. You feel the low income slime will make the marinas look poor and they'll be lots of theft. Hypocrites! There is more white collar crime than any.

You jump on issues and make us think you're concerned, when actually you just hype up stories to cause interest, to sell advertising and make money. (Stray Cat, ham radio, Doyle/Kisling, BCDC, etc., etc.)

The real slime we're talking about are you upper-income people who got your money by screwing people and now have more money than you can spend. Meanwhile, many people go to bed hungry.

One of the few good things in life is everyone eventually pays for everything they do. Adolf Hitler was reborn a Jew in Nazi Germany. You'll be reborn in East Oakland. Remember this.

S.G.

Apocalypse Now, Please
Alameda

S.G. — We don't know how to break it to you, but we were born in East Oakland 38 years ago. 2079 39th Avenue, a short tack from Jefferson Elementary School.

□ THE MORE EXCITED WE BECAME

We at the Royal Hawaiian Ocean Racing Club just received the March issue of *Latitude 38* and were delighted with the *Sightings* item on the "future of the Cup".

Needless to say, the further we read, the more excited we became with your notion that the Kenwood Cup Hawaii IOR Series should become the venue and format for the America's Cup. Although the idea may never come to pass, we appreciate your efforts and your loyalty to our event. Keep up the great work!

On the other hand, our efforts to establish Hawaii as the venue for the 1990 America's Cup are fully within the realm of possibility. We recognize that many other venues are bidding for this privilege, but as your article so aptly described, none of the others would provide both an exciting event and one that is ultimately a fair test to the competitors. We are actively encouraging and soliciting support from prospective challengers and from the media at this time.

In regard to the Kenwood Cup, one key thing that happened as a result of the television coverage of the America's Cup is that we're hoping for much greater coverage by the major networks of the 1988 Kenwood Cup.

Ken Morrison
Executive Director, RHORC
Honolulu, Hawaii

Ken — Our sentiments aren't based on "loyalty", but common sense. There's only so long that an event can survive mostly on hype, and we think the A-Cup's time has just about passed.

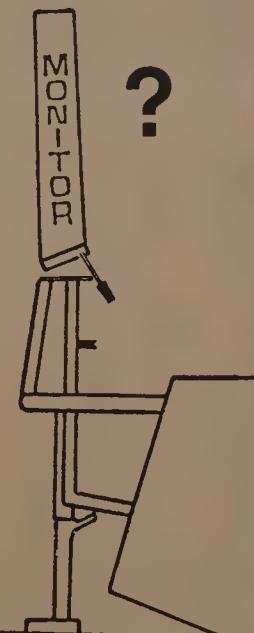
The truth is, if you had two television sets in Macy's, one tuned to network coverage of the last America's Cup and one tuned to equivalent coverage of the last Kenwood Cup, all eyes — of the

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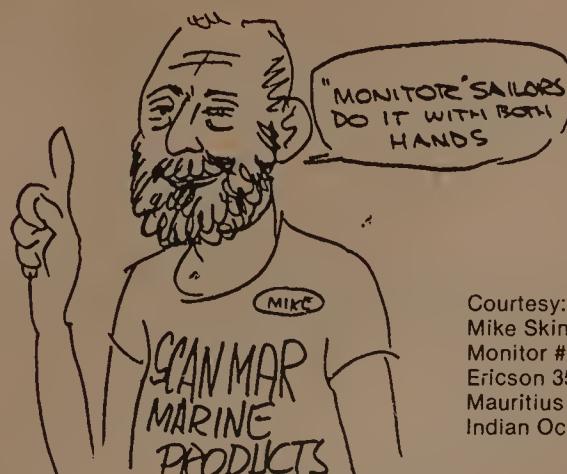


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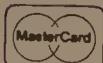
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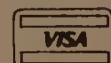
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LETTERS

general public and sailors alike — would be focused to the screen showing the Kenwood Cup action.

The sooner the powers-that-be realize the need for the America's Cup to change, the better off the event — and sailing in general — will be.

□ A MIS-EVALUATION

We have been stealing *Latitude 38*'s over the last several months to resupply the fleet here.

But nobody in La Paz was pleased about the extensive article in the February issue about this port. This is off the beaten path from dumps like Cabo San Lucas, and many here feel it should stay that way.

So the message is: the weather is piss poor, the beer is hot and the people very unfriendly.

We are in the process of eating as much cerviche as possible. As for drinking . . . You may remember the Beatles came in the 60's for the ongos ('shrooms); we have come for the bootleg mescal or Rycia as it's called farther south. Smooth as silk and twice as deadly as anything that ever came in silk, dressed or undressed, two or three shots guarantees a long, blissful, shit-eating grin.

Craig Uhler/Linda Sol
La Paz/Alviso

Craig and Linda — No offense, but there's no t-shirts on the way for this misinformation. Anybody who thinks that La Paz — the sailing center of Mexico — is "off the beaten path" needs to hoist the anchor rather than the mescal for a few weeks.

As for the spectacularly beautiful Cabo area, it's become fashionable to dismiss it as a tourist dump. All the better for naturalists energetic enough to seek the treasures that lie far, far beyond the bright lights of the Giggling Marlin.

□ FREELoading MOOCERS

I would like to take issue with the Novice operator who defended the lady who needed weather information [Letters, March] but was either too lazy, stupid or irresponsible to get the proper license for voice communication on a ham radio.

As a Novice operator I am studying — and struggling — every night to prepare for my General class license for use on a boat. If I am successful, I will certainly refuse to cooperate — life-threatening emergencies excepted, of course — with those freeloading moochers who always seem to want something for nothing.

Novice Operator
San Diego

□ SORTING OUT THE BAYLIS CLAN

Thanks for the great article on the Baja Sailboarding Championships, as a participant I can say that a great time was had by all.

There was one error, though. Tina and I are not brother and sister; we are husband and wife, having been married for three years. I'm afraid there is some confusion due to the fact that the entire Baylis clan is involved in sailing in one way or another.

Here is a brief outline of the sailing members of our family:

Derek Baylis, father, owner/skipper/builder of *Molly B*, now residing and fishing in Carmel with wife Stacey.

Will Baylis, son, Moore 24 National Champion, etc., currently campaigning for the '88 Olympics with Bob Billingham and John Kostecki in Solings.

Liz Baylis, daughter, living and working in Berkeley, well-known local sailor.

Tim Salz, step-son, lives in Sausalito, helmsman of *Pretty Penny*.

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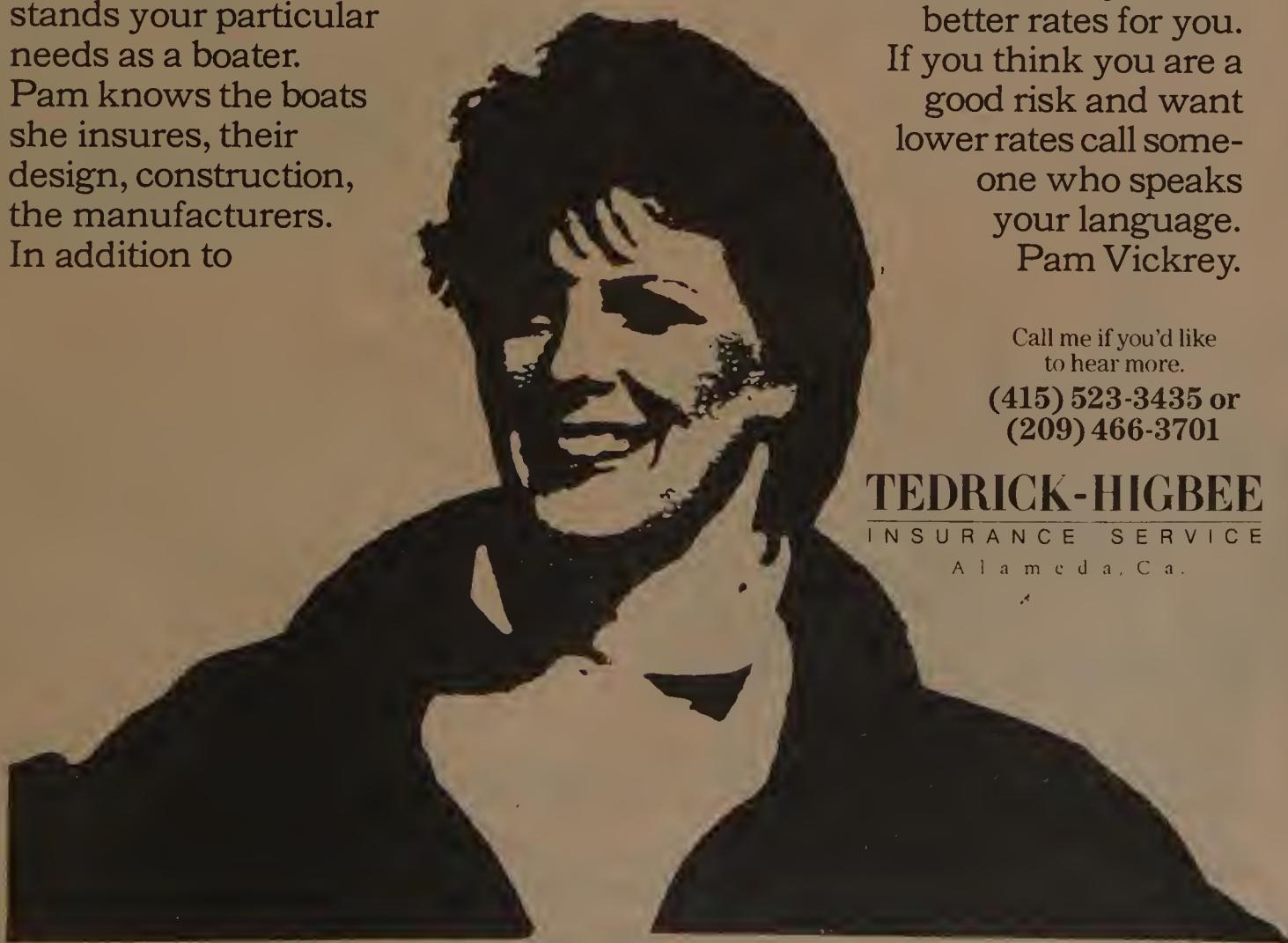
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Fair Weather Mariner 39 at the Annapolis Boat Show

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Just because we're not in the show doesn't mean you can't see a Fair Weather Mariner 39! But you'll have to call or write for an appointment, and we'll arrange for a special showing just for you! Then, if you think you're really interested, we'll ar-

range for a sea trial! After your sea trial we'll fill your order! We know that if you're a serious boater looking for a serious boat the Fair Weather Mariner is the boat for you.

Fair Weather Marine, Inc. thanks Mr. Robert Perry for having designed the Fair Weather Mariner 39 high performance world cruiser. If this boat is not "the best" of his designs, it is at least one of his best designs. The easy lines of this design are not only esthetically pleasing, but extremely practical and above all contribute to providing an exceptionally high performance sailing machine. Bob Perry does not like to sail slow! You don't like to sail slow! And nothing says a cruiser has to be slow! So the Fair Weather Mariner 39 is a combination of practical elegance and high performance.

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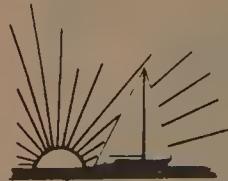
Fair Weather Mariner 39 at the Long Beach Boat Show

diesel engine, Isomat mast with automatic reefing and pneumatic Isovang, Bomar hatches and Lewmar winches. The resin we use in the fiberglass lay-up is the new type of unsaturated polyester resin from Japan, especially designed for spray-up and hand lay-up operations. All Fair Weather Mariner boats are hand lay-up construction. This resin is thixotropic, open mold resin, particularly suitable for fishing boats, pleasure boats, and yachts, and bears the Lloyd's Register of Shipping approval for use in boat construction..

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LETTERS

Trevor Baylis, son, Tina's husband, 18-footers, 505s, leadmines, etc. Has seen the light and is now hardcore windsurfer.

Tina Baylis, daughter-in-law, Trevor's wife, was a championship caliber dinghy sailor, also saw the light and is now a professional windsurfer.

Tina and I own Waddell Sails in Santa Cruz, which makes high-performance windsurfing sails.

I hope this helps to reduce the confusion.

Trevor Baylis
Santa Cruz

Trevor — It sure does. In fact, we're posting the chart above our desk for future reference.

□ MY NAME IS FRIDAY, I'M FROM DMV

I recently had a shock that made me cringe in perspiration. I was working on my newly completed 17-ft sloop, the *Wild Buckaroo*, when an inspector from the Department of Motor Vehicles showed up in my backyard. He walked down my driveway, flipped out a golden badge and told me he wanted to "verify" my recently registered boat.

I supposed it's just my conditioning, but I become extremely anxious when I'm questioned by any law enforcement agent, especially when they arrive in my backyard without any warning.

This inspector indicated that the Department of Motor Vehicles was initiating a new program of verification and that I was his first inspection. The investigator asked to see the engine numbers on my outboard, and the vehicle identification numbers on my boat. I did not have any problem showing my engine numbers, but my boat did not have vehicle identification numbers. This is because my hull was completed long before I received registration numbers.

After some discussion, the agent inspected my boat, photographed it and left. I assume he believes that I made it myself.

Do not misunderstand me, I do think hull numbers are a good idea. I was just too busy with more overriding concerns to worry about them.

But if you build your own boat, think of some way to stamp identification numbers into your hull. And be prepared for a surprise inspection.

Bob Habekoss
Mill Valley

Bob — It's our understanding that the DMV agent's action was a violation of search and seizure laws. Hire a good attorney to sue the government, and once you've gotten your settlement you can be fiddling around with your 47-footer, not a 17-footer.

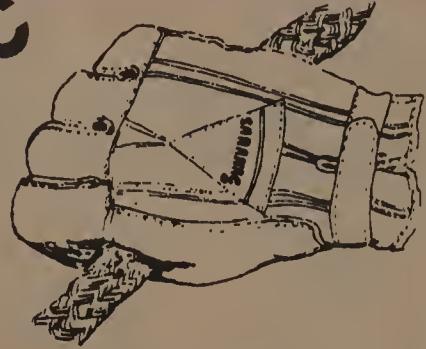
But then it has always seemed to us that the DMV'ers have had a tendency to create procedures and regulations as they go along.

For instance, years ago we had a boat we'd bought out of state. After years of keeping it elsewhere we brought it to California and tried to register it with the DMV. The clerk dragged out a book of regulations that made the unabridged dictionary look like a thin volume. After about 20 minutes of careful study, she announced that we couldn't register our boat in California unless we brought an officer of the bank that held the mortgage to DMV with us. We protested this absurd misreading of the regulations, but she insisted. As a result, we continued to register the boat out of state for years and years.

More recently we went to the DMV with nothing more than a scrawled bill of sale and a survey and said we needed a California registration. Ten dollars later it was ours.

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LETTERS

□ MISSING THE POINT

What's all the fuss about the dumb America's Cup?
I'll take these Hawaii 'C cups' any day.

ALOHA



Having a swell time. Wish you were here.

Magda and I are bouncing around Hawaii for a month, and when I put on my ancient *Latitude 38* t-shirt, I thought I ought to write.

Sam Vahey
Sausalito

Readers — Sam Vahey sailed his *Ranger 37*, *Odysseus* on the first two Singlehanded TransPacs. He's since left it in the Islands for vacation sailing fun.

□ THANKS TO A LOT OF MARINERS

We are writing to acknowledge the assistance given us some time ago by people from both the power and sail boat community when we turtled our small catamaran in the Oakland Estuary.

The powerboat *Amy Marie* was the first to come to our assistance. Their crew tried to right us, but were unable to since the catamaran's mast had filled with water. *Amy* painstakingly towed us on our side, probably for an hour, before we reached the nearest marina.

There the crew of *Tres Grande Vitesse* helped us and in turn were assisted by the Coast Guard. After removing the mast, we were able to right the cat. We had also taken a lot of water in the hulls, and another person from the marina was kind enough to let us use his portable bilge pump.

We now had a floating boat, but no way to get the half mile back up the Estuary to our trailer. Again we were able to flag down a powerboater who was good enough to tow us.

The whole ordeal took about three hours. We are indebted to all those who helped. We doubt that we could have saved the boat without their help.

John Penberthy
Olof Sanberg

John and Olof — You guys sound very fortunate. We presume you're going to be doing quite a bit of work on that cat before you trailer her down to the water again. Right now she sounds like she's a bit of a health hazard.

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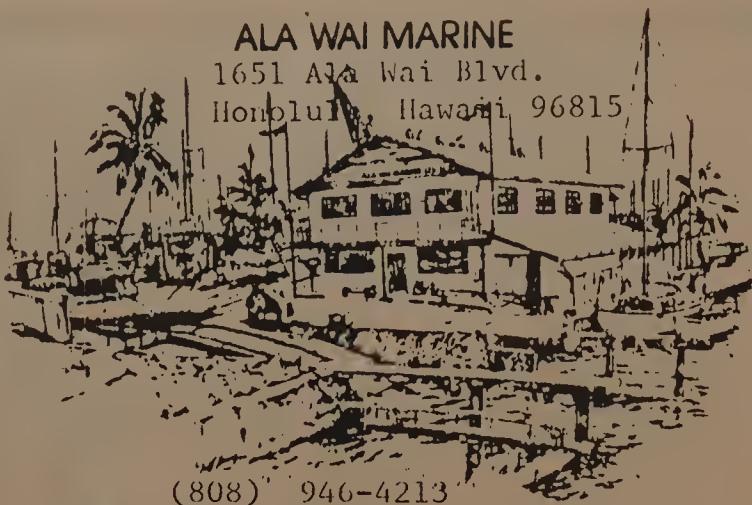
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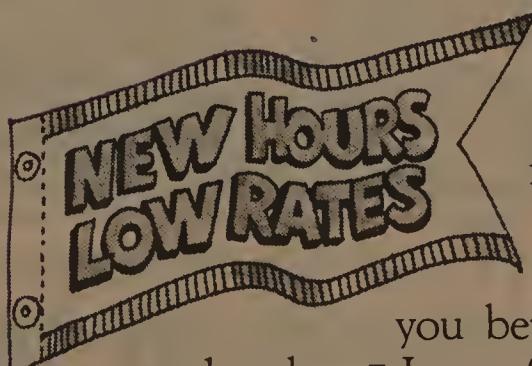
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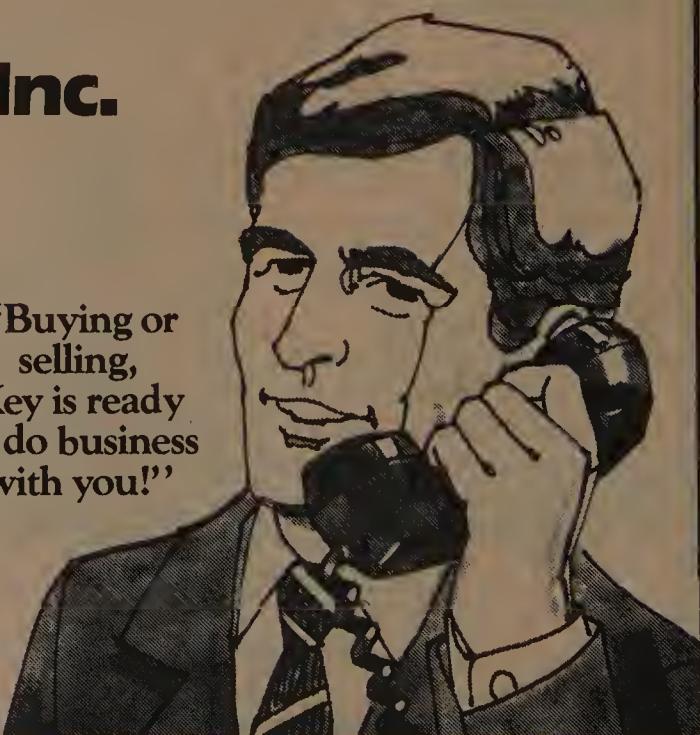
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LETTERS

□ NO COVER-UP AT 38

It was a great move on *Latitude 38*'s part to put copies of the most recent issues on all the boats racing to Puerto Vallarta.

Except, your February cover was kind of boring. Why don't you use the enclosed photo of myself and my son, Casey, taken back



Casey Boome and his dad.

when he was about ten months old. (No charge).

Chris Boome
Sausalito

Chris — What is it about everybody that they want *Latitude 38* covers to look just like those of every other sailing magazine?

Here's what *WoodenBoat* wrote about us in their March/April issue: "San Francisco Bay's regional mag, *Latitude 38* — whose art director's idea of sprucing things up is to heave a little pink and green onto an otherwise black-and-white-on-newsprint cover — continues, in almost guerilla-warfare fashion, to make all other boating magazines look tame by comparison."

□ WANTING TO JOIN THE CLUB

Do you know of any trailerboat sailing clubs? I'm a beginner with a 15-ft Montgomery and would like to develop cruising skills and make boating friends.

Steve Douglass
Atascadero, CA

Steve — Shocking as it may seem, we don't know about any trailerboating clubs although surely there are some. Can any of our readers help?

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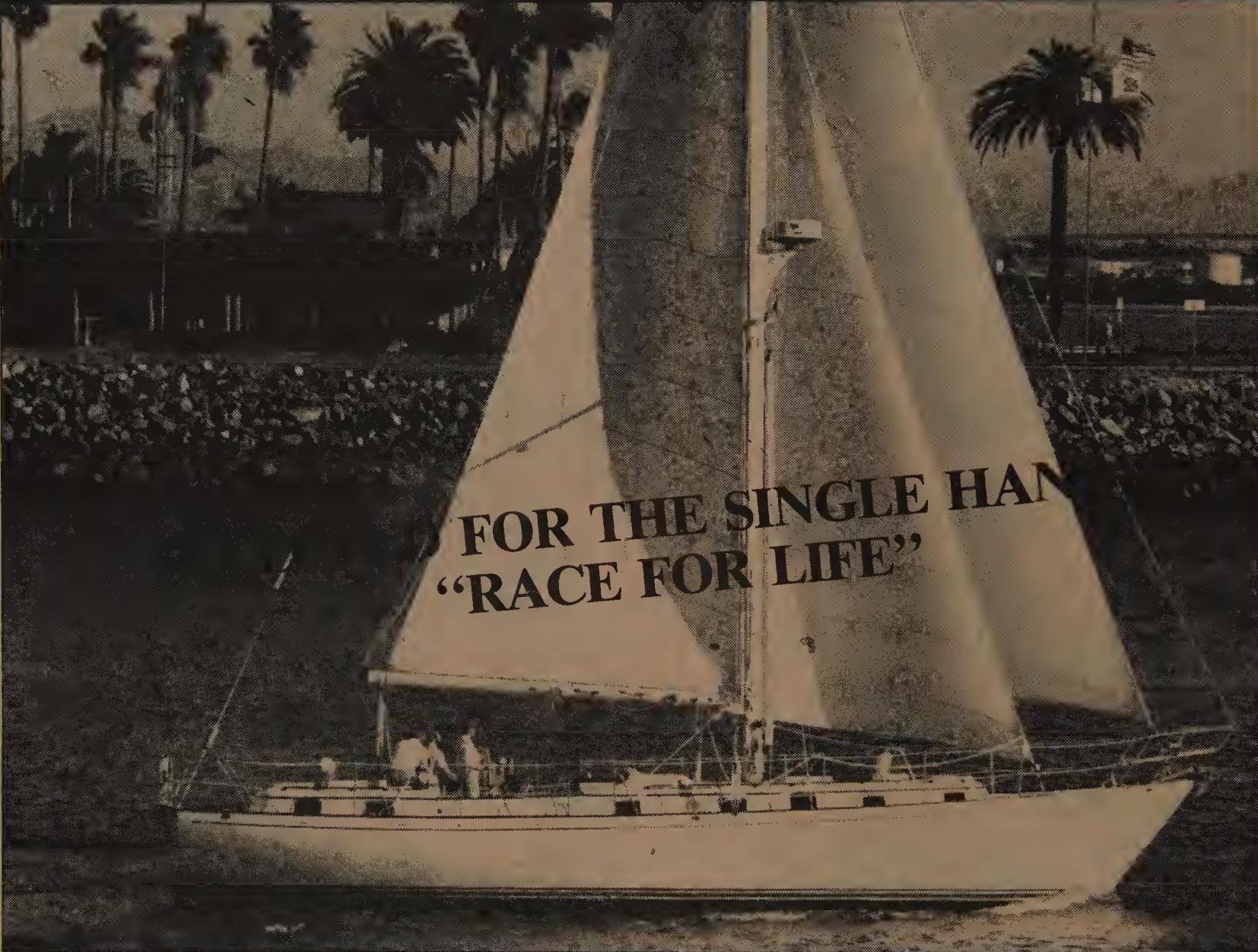
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LETTERS

□ C-CUPS, BOOME BOYS, AND NOW MARIE KEEP THEM COMING!

My friend Skip bought me a subscription to *Latitude 38* and I just received my first copy. After looking through your magazine, I can see that you need a good photo to publish.

Therefore, I have enclosed a photo of Marie aboard our 26-ft



Marie, this month's cover girl nominee.

sloop off Sugar Pine Point on Lake Tahoe. We sail out of Meeks Bay and I belong to the Tahoe YC.

Michael Wilkie
Grass Valley

Michael — Marie looks like she'd fit in a medium size Roving Reporter T-shirt. It's on the way.

□ I THINK SOME CHARTERERS MUST ACCEPT SOME BLAME

Having recently returned from a Virgin Islands charter, I have a few observations.

The first is, that barring disaster, it's impossible to have a bad time. Even if you're sailing a barge, the longest passages between islands are but two or three hours.

Secondly, some of the blame on bad charter boats must lie with charterers. We had a boat — a 'barge' — with problems. But when we returned to the marina, we told the charter company that, for example, the genoa and mizzen needed work. Within 20 minutes, both of those sails were on dock carts bound for the sailmaker. This leads me to believe that the previous charterers had failed to tell their hosts of the problem.

By the way, folks chartering in the Virgin Islands who want to enjoy a casual dinner and a great party shouldn't miss the *William Thornton* in 'the Bight' at Norman Island.

Since all international deliverers of *Latitude 38* merit a Roving

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LETTERS

Reporter T-shirt, and since we delivered the January 1987 issue to Dick on *Wanderlust*, among others, I should mention that I take an extra large.

John Goodman
Kettenberg Marine & Innocence
San Diego

□ THE CORRECT PRONUNCIATION

Is Baja-Ha pronounced 'Ba-Ha-Ah' or 'Ba-Ja-Ha'? Neither seems to make much sense. What's wrong with Sea of Cortez Race Week?

Bill Booth
Sausalito

Bill — When we thought up the idea for the week while lying on the beach in Mexico in 1983, we came up with the name 'Baja-Ha Race Week' specifically to convey the idea that it was for laughs, not serious competition.

When Alberto Morphy joined in a few months later with his assistance and connections with the Mexican government, he strongly suggested that the more formal 'Sea of Cortez Race Week' name would give the event the dignity necessary to garner Mexican support. Seeing his point, we reluctantly went along with the idea.

Then over the last two years, a couple of the more veteran Race Week hands approached us to complain that things were getting a little too organized for their liking and that a handful of people were taking the week of laughs much too seriously. They urged us to revive the more casual original name in the hopes it would restore some of the founding atmosphere. We've decided to give it a try — at least to the extent that we now use the names interchangeably.

As for the pronunciation, any way that makes you smile is the correct way.

□ TRY THE ISLAND THIS SUMMER

Yacht clubs and individuals who are planning an outing in the Delta may want to consider Bruno's Island. The Berkeley YC held its annual Up-River Rendezvous at Bruno's last July, and was very pleased with the facilities and the way the Bruno's Island marina staff handled the arrangements.

Bruno's is particularly well suited to large cruise-ins and group events. There is ample space for rafting up, plenty of ground space for picnics, excellent rest rooms and showers, snacks and drinks available, and a very accommodating staff.

We took 34 boats and about 150 people to Bruno's for the Fourth of July weekend. Throughout our visit, the Bruno's Island people were helpful and solicitous. They provided drinks, ice, charcoal, and lighter fuel as needed. They loaned us a huge barbecue, and even built extra tables in advance to help accommodate the large crowd. They collected trash as often as necessary.

They were, in fact, anxious to help in any way possible to make our stay a pleasant one. All of this helped to make the event very successful, and we're now looking forward to an equally pleasant cruise this coming year.

Stephen R. Salmon
Vice Commodore
Berkeley Yacht Club

Stephen — Thanks for passing along a good recommendation.

□ BANANA-RAMA

Now that you guys are chartering in the Caribbean and all that, I couldn't help noticing a couple of references to the Dominican Republic — even a full page "banana syndrome" article!

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LETTERS

Well, I just had to write. As someone who grew up there on the staples — rice, beans and "bananas" — for over 15 years, I think I can address the "banana slows" issue as being way off base. (Speaking of off base, we don't complain much about those Dominican banana-eating baseball players like the great Juan Marichal, the brothers Alou, and now Joaquin Andovar and company!)

But, I digress. There are bananas (*guineos*) and there are plantains (*platanos*). And they ain't the same animal. The latter are indeed served a zillion ways depending on the ripeness of the fruit (most often eaten as a vegetable). You haven't lived until you've had *tostone* — which is where you take a semi-ripe *platano* and slice it thickly, diagonally and deep fry it in some coconut oil. About halfway done, you take the sucker out, mash it with a blunt instrument and then stick it in for another minute or two. Salt it, and wash down with a cold Presidente *cerveza* and you're in Caribbean heaven.

Well, I could go on and on, but years of hot Caribbean sunshine have just given me the slows and I just have to stop.

Rita Gardner
Richmond

Rita — We weren't making the news, just reporting it. But seeing as the Spanish doctors had to spend lots of time in the D.R. conducting the study, their faculties might have been impaired by the consumption of too many you-know-whats.

Are *guineos* and *plantanos* — both distant relatives of the bird-of-paradise — really different animals? While the true plantain is a lawn pest, what's known as *plantanos* and *guineos* are both fruits of the herb plant genus, *musa*.

But the thing you mentioned that really caught our attention is the concept of serving a fruit as a vegetable. To all the biology majors in our readership, we ask 'Is that possible?' And, 'Is it only possible in the Dominican Republic?'

As a baseball and banana fan, you may want to check through the last several month's issues of Sports Illustrated; they had a long feature on the astronomical number of major league shortstops that hail from the Dominican Republic. They gave all sorts of explanations for it, but carelessly neglected to ever consider the 'banana syndrome'.

THE GREAT WHITE HUNTERS

Your reply to Shirley's letter in the March issue omitted Hunter Marine from the list of familiar Northern California sailboats. I assume it was unintentional, although it's somewhat like a list of American car makers that omits General Motors.

If, however, it was a value judgment of some kind, I'd suggest that you look again. I've previously owned some of the brands you listed, and I now own a Hunter. Good value and good quality are not necessarily a lost art. They seem to be alive and well at Hunter Marine.

Carl Young
Citrus Heights

Carl — We named the brands we did because they were all big and California-built back when we were selling boats in the mid-70's. The east coast-built Hunters didn't come until a little later. There was no value judgment intended whatsoever, and we're delighted you're pleased with your Hunter.

HARBOR MARINE, NOT WEST MARINE

I was happy to see my letter in the March Changes, but my hap-

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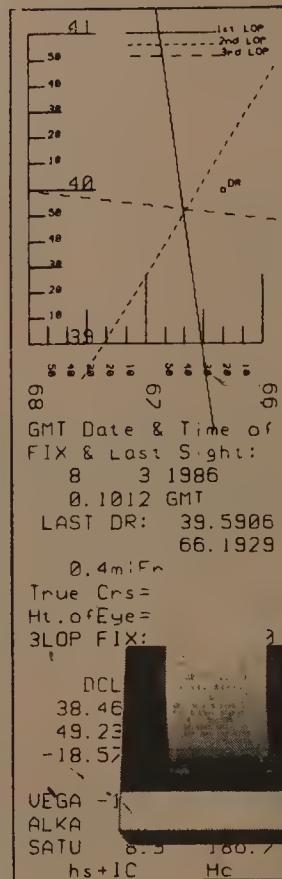
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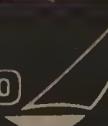
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LETTERS

piness soon changed to chagrin when I saw that you had edited a serious change into it.

Specifically, it was Harbor Marine, not West Marine, who did all the kind and helpful things with the chain swap.

The people at West are great, but in this case I'd really appreciate the credit going to the right place. If my memory serves me, it was a fellow by the name of Dave Dawson and another named Lawrence who did all the work.

Jim Cate
Yate Insatiable
La Paz, Mexico

Jim and Harbor Marine — Please accept our sincerest apologies for our embarrassing error.

□ NO FUJICA HD-M FLUB?

There is a 99 percent chance that Cameron Clarke's experience with the Fujica HD-M "winding-up" a fresh roll of film, was caused by operator error [Letters, March]. This happened to me once when the camera was new; it was my fault.

With my Nikon, to load a new roll of film, you merely open the back, pop in a new roll and close the back.

With the HD-M you must first "place the film under the hinged pressure plate". When I inserted my second roll, just as I snapped the cover closed I realized I had not placed the film under the pressure plate, and the motor immediately rolled the film onto the take-up spool.

In other words, if you place the film over the pressure plate, you won't get any pictures anyway. And there's a 99.9999 percent chance the camera is telling you so, by winding-up the film, to give you another chance to do it right. An easy error to make if you're used to cameras without pressure plates.

Anonymous
San Francisco

Anonymous — Our HD-M's keep clicking flawlessly.

□ BAJA BOAT PERMITS

A correction should be made to your response to DeMello and Atomic regarding boat permits in Baja (also an error in Williams' *Magnificent Peninsula*).

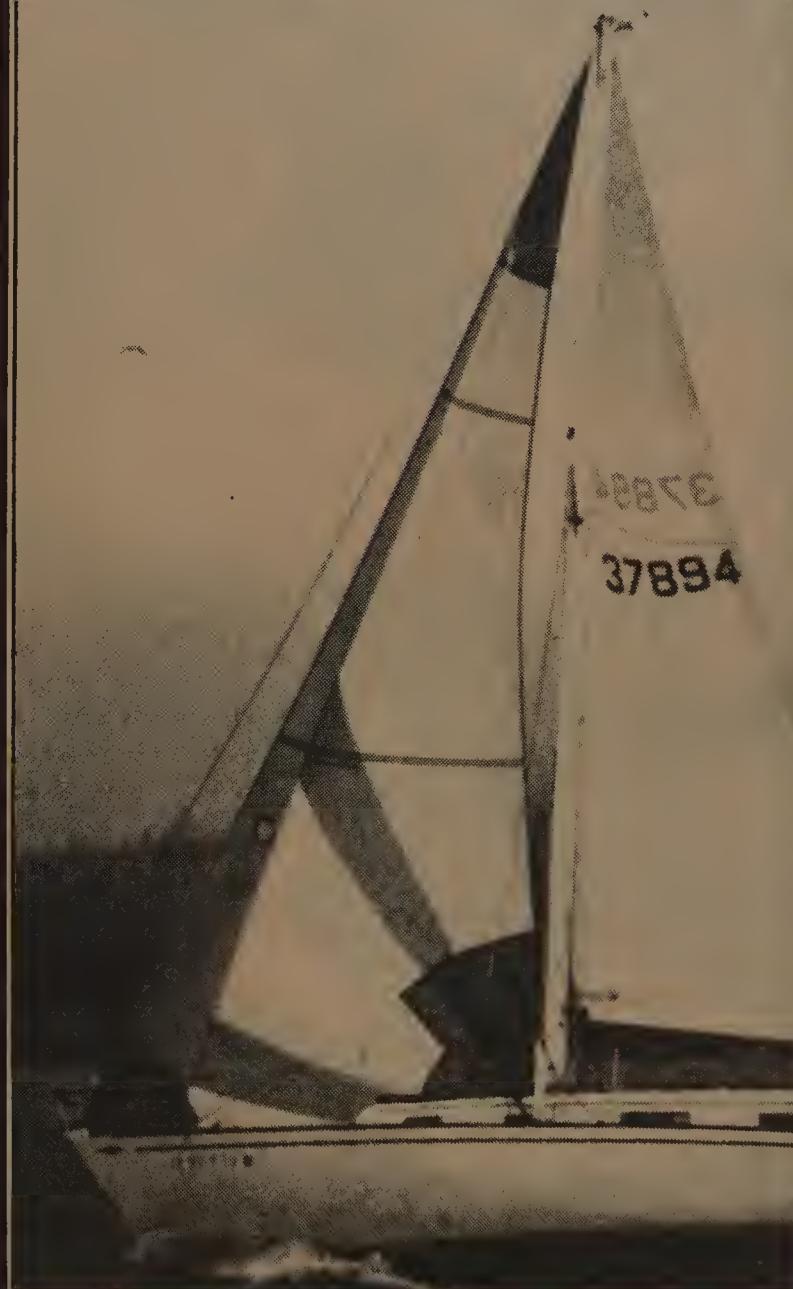
According to the Mexico Department of Fisheries in San Diego, boat permits are required for all foreign pleasure craft trailered, car-topped or carried in a vehicle into Baja. These can be obtained by mail from this office; however, because things can change, it is always advisable to telephone or write for current regulations.

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Judith Peterson
San Diego

Judith — The first time we ever raced to Mexico from California, we called up various Mexican consulates to find out what paperwork and permits were needed. We got passed around like a hot-potato until finally we got back to the original guy. He then insisted that as soon as we crossed the border we must pull into Ensenada to check into the country. We gently explained that since we were racing from Long Beach to Cabo San Lucas, such a detour might cost us a

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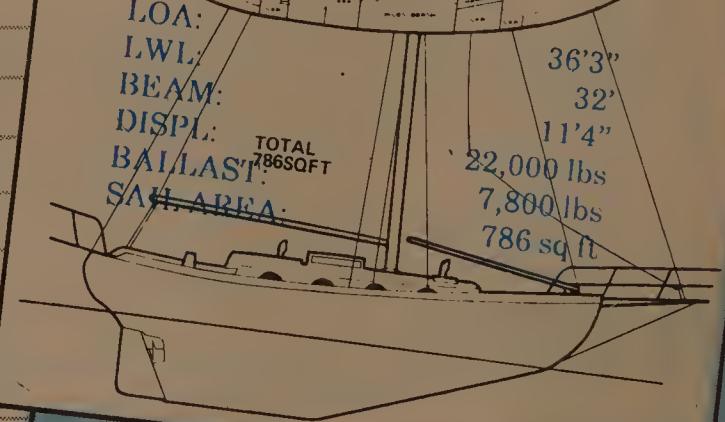
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Perkins 4-108 diesel (47hp) w/drip pan
100 gal black iron fuel tank

PLUMBING

Shower w/sump pump
Hot & cold pressure sys. w/manual backup
Manual marine head w/holding tank
Electric & manual bilge pumps
Salt water pump

BOTTOM

Epoxy coated bottom paint

PLUS

Windex wind direction indicator
Seaward s.s. propane stove w/oven
U.S.C.G. package including life buoy
Mooring package including 4 fenders, 6 lines



OCEAN YACHTS

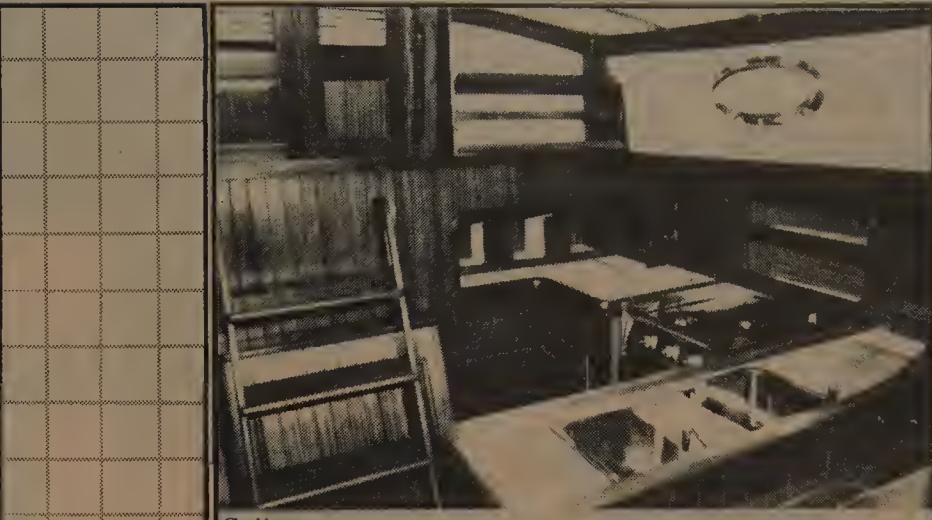
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Looking Aft

Note wet locker & quarter berth lockers. All teak is solid, not veneer. Opening ports (10) are screened.

\$79,500 Including Freight, Duty, Insurance
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Galley

"Wrap around" galley. An ideal sea configuration, yet comfortable at dockside. Deep ice box w/double top lids. Plus front door for deep access.

Double S.S. sink w/press. H & C water plus foot operated fresh & salt water pumps. Bountiful storage lockers & drawers. Three burner gimballed S.S. range/oven. Opening port & deck vent in galley area. Under deck lighting.

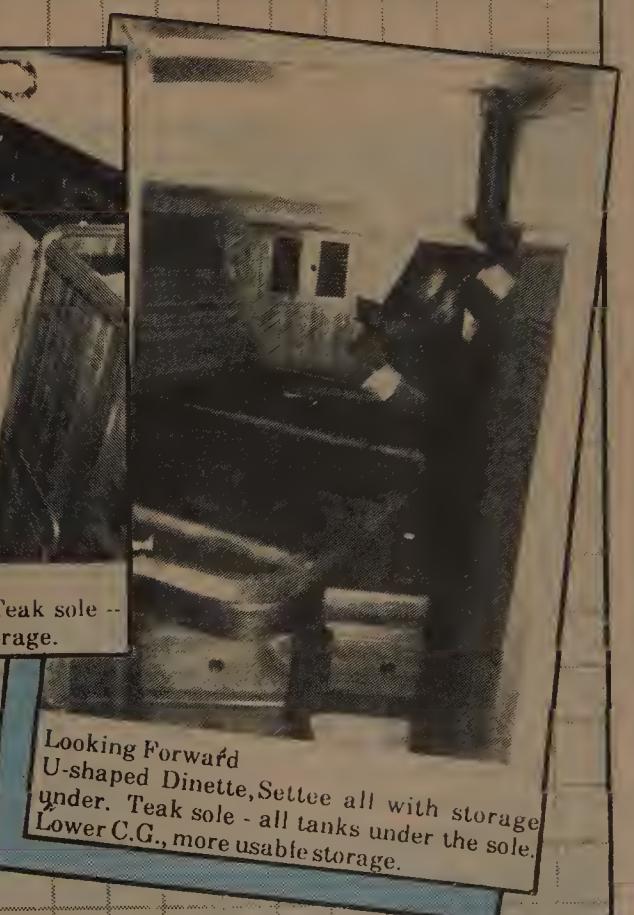
"Substance separates Yachts from Boats"
Study the fine detailing -- it speaks of the substance of the
UNION 36



Looking Forward

U-shaped Dinette, Settee all with storage under. Teak sole -- all tanks under the sole. Lower C.G., more usable storage.

Looking Aft...
"User friendly" nav. station w/chart storage
electronic equipment shelves, deep drawers.



Looking Forward

U-shaped Dinette, Settee all with storage under. Teak sole - all tanks under the sole. Lower C.G., more usable storage.



OCEAN YACHTS

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Qual.i.ty (Kwäl-ətē) n. 1: degree of essential excellence.

Crafts.mani.ship (Krafts'man-ship') n. 1: [see-ship], the skill, art, or work of an artisan skilled in the mechanics and esthetics of his or her art.

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- Pressure Wash and
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- Topside Painting
- Fiberglass Repair
- Spar Repairs
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Even if you discover blisters when you're hauled out somewhere else, you can still come to Seabreeze without losing anything!

FREE HAULOUT
For all boats
requiring blister repair
& water absorption
correction when we do
the work.

FIBERGLASS BLISTER PROBLEMS SOLVED

THE FACTS ABOUT THE PROBLEM: BLISTERS:

... the basic problem is water absorption. The gelcoat allows water to enter the laminate causing the eventual delamination and loss of strength of the fiber/resin matrix. Early correction is important to avoid structural failure and must include complete removal of the absorbed water and replacement of the gelcoat with a truly effective barrier coat. If left untreated, expensive structural repairs to the laminate may be required."



Michael Craig, Proprietor,
Seabreeze Boat Yard



OSMOTIC BLISTERS

Also known as:

- Gel Coat Blisters • Boat Pox • Etc. are caused by Water Absorption within the laminate of fiberglass hulls.

THE SOLUTION:

There is **ONLY ONE WAY** to PERMANENTLY CORRECT water absorption and other problems associated with it.

SEABREEZE IS THE YARD that has developed a systematic repair program which *corrects the real problem* of water absorption. **SIMPLE "BLISTER REPAIR" DOES NOT WORK!** Repairing blisters on an individual basis is a superficial technique that is expensive and could very well lead to reoccurrence!

WE'RE THE LEADERS IN THIS FIELD. Do your boat and your budget a favor: schedule your next haulout at SEABREEZE. **WE CORRECT WATER ABSORPTION PROBLEMS PROPERLY.**

NOTE: Almost all fiberglass boats will develop the blister problem. **CALL SEABREEZE NOW TO STOP BLISTER AND WATER ABSORPTION PROBLEMS.**

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LETTERS

standing or two. But he was adamant; we had to stop in Ensenada.

We got second in class in that race, something that never would have happened had we wandered in to Ensenada.

Then there was the time we flew into Tijuana on our way to Cabo San Lucas and Manzanillo. They ran out of Tourist Cards when they got to us. The official — we remember him well because he only had one arm — told us not to worry but to continue on our way. In all our subsequent travels, nobody ever cared that we didn't have the supposedly all-important Tourist Card.

Our point is that 1. one Mexican department rarely knows what the others require; and, 2. even if it's required, you can often get away without it.

Be that as it may, we'd probably get a boat permit just to be sure.

□ HANDLING HEAVY WEATHER

Your general advice to J.E.K. in the February issue regarding heavy weather was correct, but he might also benefit from specific observations I have made.

In the open ocean with room to run, I would never consider laying to a sea anchor. The strain on your rudder of moving backwards, even slowly, is tremendous. Also, as J.E.K. has observed, it is natural for a boat's bow to blow off, so a sea anchor is forcing against nature.

My boat is heavier than his so he might need a drogue, but I have handled winds of over 50 knots just by running off. The wind and the waves very seldom come from exactly the same direction and there is not a constant relationship between the windspeed and the size or steepness of the waves. This difference gives you many different angles and combinations to try to see which is best.

I try to go as fast as I safely can to lessen the impact of the overtaking waves, but not so fast that my wake disturbs them or that I feel I am hitting the trough too fast. Rough water will slow your boat down, allowing you to fly a small jib while the same wind speed in relatively smooth water will have you down to bare poles.

If the waves are not too steep you can increase the angle across the face a little bit. This increases the time you spend on the face and in effect slows you down in relation to the crest. While doing this you are taking the waves between your stern and the quarter.

I choose the most favorable tack according to the wind direction and fly a small jib on a broad reach. This will keep your boat steady with the quarter slightly up. With no jib your boat will roll more, maybe rolling down as it meets a wave and increasing the amount of water coming aboard.

I have always chosen to keep the boat under control and steer the most favorable course. What I try to do and to teach my crew is simply to seek harmony. When you have tried the different possibilities and found which seems to be the smoothest and most harmonious, you have done all you can.

There is one more point that I think is very important and does not receive the publicity it should. Many people do not understand that the conditions can be so bad that you cannot turn your boat upwind and flutter your main sail down, harbor style. Every one should be able to take their main down going downwind in forty or fifty knots of wind. If you cannot practice this on your boat, try pulling the stucco off an office wall while standing on a skateboard. Smaller mainsails might be easier, but everyone should try it on their own boat to be sure they can do it.

P.S. In response to your request for shorter Letters, I have narrowed my margins as much as possible. I hope this helps.

Ernie Copp
Orient Star

Bonner's Ferry, ID and Long Beach

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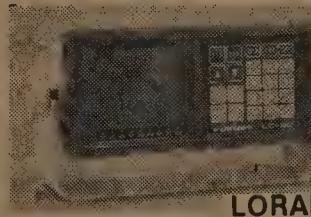
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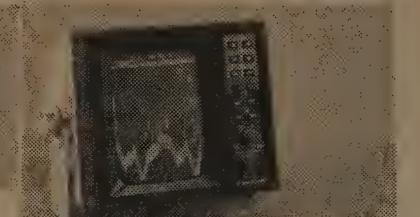
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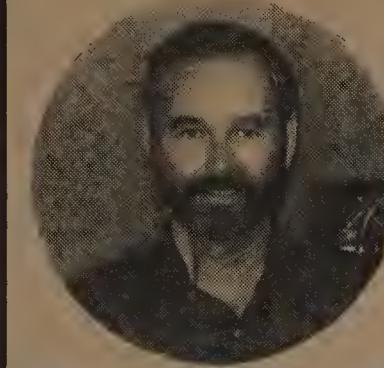
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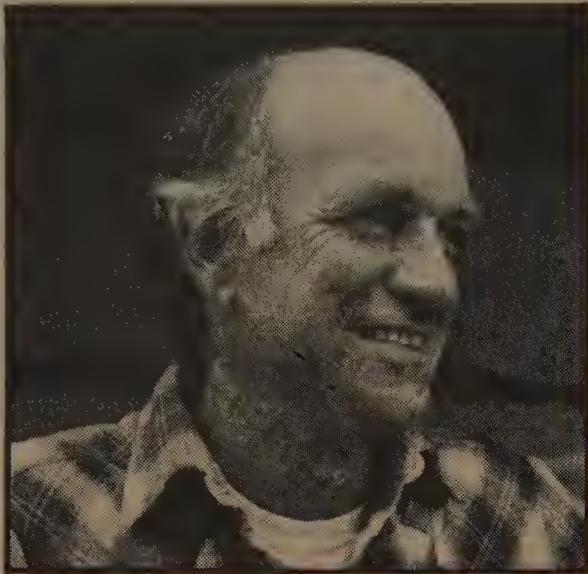
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“A Boat Parking Lot is not a Boat Yard.”

“Part of the fun of owning a boat *is* working on it, and a real problem for people with *either* wooden or fiberglass boats, people who love their boats and enjoy working on them, is that most of the boat yards on the bay are really just parking lots for boats.

“They use a machine called a travel lift or tandem lift, straps that go under the hull, and they pick up the boat and walk away with it, with a straddle crane, and they park it someplace that looks very much like a parking lot, there are lines painted right on the pavement, and it’s a very sterile and uninteresting environment.

“There’s nothing wonderful like caulking going on around them, or someone getting geared up to cast a keel, or, you know, laying up a wooden spar, or any of that stuff - it’s just a parking lot. And people go there and their relationship with their boat is that they scrub the bottom and they paint it if it’s a do it yourself yard, or if it isn’t, somebody else paints it. And that’s just the sum total of a boat yard for them.

“Well, what you see here at Stone Boat Yard is a very different thing.

“The special thing about this place is that it has *everything*. If you want to get an old wooden boat out and caulk the bottom, the caulking tools are around here - and so are the people who know how to use them, too. If you want to cast a keel, we’ve got the forge and the pots and the pit.

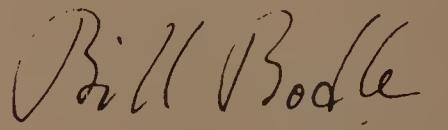
“We’re fixing all this up, cleaning it all up, we have old photographs of many of the great wooden boats built here over the last 135 years, and we’re going to hang them in the big shed, and we’ve found all sorts of old tools and molds we’re going to put out and use.

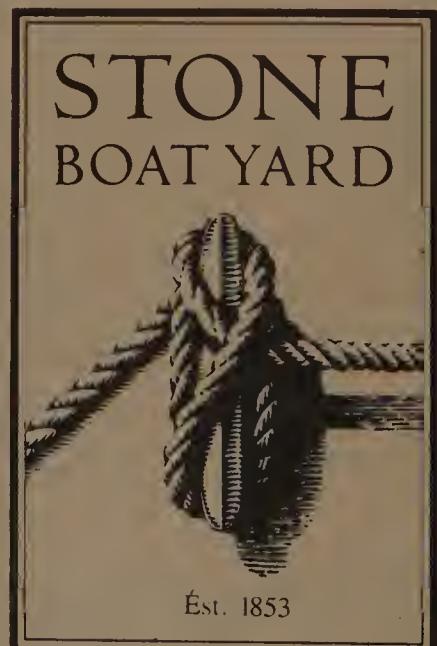
“I think you’ll see us building some more great wood boats here, too. It’s all here to do it. We can bring trees in one end of this yard and launch a boat out the other. All the old saws and machines are here *and* there’s Jack Ehrhorn, who this July will be celebrating his fiftieth anniversary at Stone Boat Yard. *Fifty years building boats.* This is a place where quality work can be done and where we can guarantee quality work to our customers.

“At Stone Boat Yard we’re going to welcome anyone who loves

boats, and not just wooden boats. We’ve got a travel lift, and we do just a fine job of hauling out fiberglass boats.

“So Stone Boat Yard welcomes any and all boat owners, who love boats, and sailing — and real boat yards.”


Proprietor



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LETTERS

□ TOO COLD FOR ICE SAILING

O.K., O.K., it's time for me to get a subscription even if I do have to pay for it myself!

My job has taken me from the Bay Area to up here at Thule, Greenland. Right now it's 50 below and dark 24 hours a day, so I do a lot of thinking about sailing. We do have the Thule Yacht Club, but the only meets are at the bar since the ocean is frozen solid most of the time . . . and also because we have no boats! Minor details. At least we are getting some Thule YC t-shirts.

What does it take to become an honorary Roving Reporter? I'd be happy to report on all the events up here, up here being just 800 miles from the North Pole. Actually, it would be easy for me to cover the entire top-of-the-world region. In one sentence: "The supply ship comes in July."

Craig Haggart
Thule, Greenland

Craig — Thanks for the nice words, but when do you think you'd get to wear a t-shirt — even a Latitude 38 t-shirt — up there?

Funny that you're in Greenland though, as the Assistant Editor was just talking about why it was named that. He tells us that a Viking explorer wanted to keep Iceland all for himself, and thus gave it that rather unappealing name. He preferred that everyone go settle in the frozen north, a place he deceptively named Greenland.

□ COLORADO CRUISING

I guess I have Tom Peargin and his Yankee 30 to blame for the renewal of my subscription to *Latitude 38*. You see, I received a subscription from my friend as a Christmas present last year, and reading your magazine has helped in changing my life.

My story is a simple one. I was raised and educated in what the people here refer to as Granola Land, California, the land of fruits and nuts. I ventured out of Marina del Rey several times during the years I lived in West Los Angeles, but my voyages were few. I mostly remember the consumption of Cold Duck, bar-b-que, and keeping out of the way while my friend, Don Garrett, sailed his Columbia 27.

After graduating with a degree in geology from Humboldt State, I was off to Houston, Texas to start my career as a petroleum geologist. Three years of living in Houston saw me on Galveston Bay for an afternoon sailing with friends just once. After I paid my dues to the oil industry, I put in for a transfer to anyplace where there were hills, less than 50 percent humidity, and no roaches.

I was blessed to have been transferred to Denver, and chose to live in Boulder. Now I know you're saying, "How can this possibly have anything to do with sailing?" Well then, let me get to the point. After ten years of working in the oil industry and seeing the bottom fall out of it over the past year to the point that petroleum geologists are now following in the steps of their long dead friends, the dinosaurs, I have the time and money to go *cruising!* The only problem is, I don't know how to sail.

I subscribed to several sailing magazines after receiving my first few issues of *Latitude 38*. With the reading of each magazine from cover to cover, I discovered that there are few, if any, articles that describe how to drop out and start cruising — especially if you barely know the difference between a halyard and a sheet or have not been sailing most of your life.

As a scientist, I evaluated this problem and with the help of my friend, Tom, who is/was a petroleum geologist and is now getting ready for a 2-1/2 year voyage, I determined how to go about learning to sail from the romantic shores of the Rockies. This plan not only involves learning to sail, but also developing an understanding of the requirements of a bluewater sailboat, equipment, marine surveying

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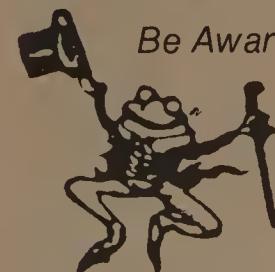
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- Gel coat should be at least 20 mils thick
- Marine grade polyester gel coat and laminating resin should be used (ISO NPG preferred)
- Resin and catalyst should be mixed to resin manufacturer's recommended ratio
- Clear gel coat should be below boot stripe to show thoroughly, resin impregnated laminating cloth & mat and any water absorption problems that may be developing
- Manufacturer supplies documentation with finished hull that the above was done.



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RANDY CRANMER

LETTERS

and many other aspects of cruising that would be required to safely turn your back on the corporate world and sail off into the sunset.

If your magazine would be interested in following my pursuit of freedom and adventure, please let me know and I will keep you abreast of my exploits. One last thing, do you pay for articles? I'm also watching my pennies and adding to my sailing account.

Howard Gordon
Boulder, Colorado

Howard — Cruising is like sex. No matter how brilliant the student or how detailed the study program, a person's not going to know if they like it until they've had a little hands-on experience. The point is, there's no way you can decide whether you'd like to cruise as long as you remain in Colorado and away from the ocean.

So please, before you invest much time or money, do some intensive sailing — even if it's just a two week charter in the Caribbean or helping bring back a boat from Mexico to California. Having done either one, you'll be infinitely better qualified to decide if cruising is a dream you really want to pursue.

TREATED ROYALLY

A quick note from a Kiwi wintering in San Diego. I've enjoyed the two issues of your magazine I've seen since arriving here, but noted a couple of errors in your January '87 issue:

1. Your photo of Suva on page 174 looks suspiciously like Pago Pago to this sailor! We were anchored just astern of the three impounded Tuna boats on our way up here last year.

2. The photo on pages 178-179 of Admiralty Steps isn't Admiralty Steps, they're about 200 yards farther down Quay Street. The photo is a bit old too, that area was redeveloped for the Whitbread Race to provide more piers and seating for lunchtime strollers.

Anyway, it's nice to hear reports of people having a good time when they get down to New Zealand, and as for Kiwi's being friendly to visiting yachties, I'd have to say the same about San Diegans. We've been treated royally since arriving and have already made many new friends.

Keep up the great work, and I hope to see a few of you in Auckland in 1990.

Lance Carter
Yacht Argo
San Diego

Lance — The photo was correct, it was the caption that was wrong. It should have read "Not the Admiralty Steps".

NORTH FOR MASTER MARINERS

Approximately May 1, myself and Katie aboard *Delia*, and our friend Bob Gilbert aboard *Bequia*, will be leaving from Southern California for your neck of the woods. The reason for our little sojourn is the Master Mariners Regatta.

I'm in need of entry forms and pertinent information. Where do I get it? Also, the address of the St. Francis YC.

Where do out-of-town boats stay? Are the natives friendly? We're looking forward to this trip with glee.

Craig Willis and Katie
Delia
Long Beach

Craig and Katie — Perhaps you're not aware, but this year you'll get a double bonus; the Master Mariners and the 50th anniversary celebration of the Golden Gate Bridge.

As for M.M. entry information, contact Gary King at (415) 237-5136. The address of the St. Francis YC is "on the Marina, San

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DISPLAY INFO.
Next page . . .**



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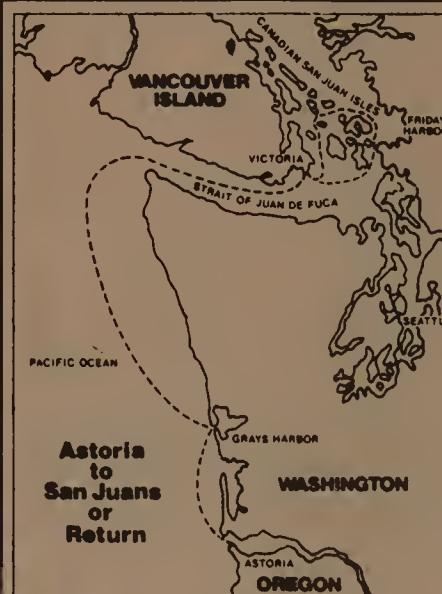


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Sabre 42



cruise control

by Jack Somer

THE HANDSOME NEW SABRE 42 is the first cruiser/racer drawn by the Sabre design team that is more than 42 feet long overall, so it's a relative breakthrough for the 15-year-old Maine builder. But it is no less a breakthrough in absolute terms, because it represents the team's solution to a self-imposed challenge: to make a yacht that has the accommodations of a 42-footer, but which requires little more muscle to sail than yachts four or five feet shorter. In my estimation, they've succeeded admirably.

How did the team—headed by Roger Hewson, Sabre's president—design the 42 to make it as easy to handle as their 36 or 38? First, they drew a typical Sabre hull, using the sections that work so well in their 36, introduced last year: a veeed forefoot with an underwater knuckle, for smooth entry and forward buoyancy; fuller midships sections, for sail-carrying capacity; a short fin keel or optional keel/centerboard, for deep-water sailing or shoal draft sections, for full after sections, for reaching power and after-cabin volume; and a modest bustle, for carrying a modern, semi-balanced elliptical rudder.

Next, they increased the mast's height proportionally, but moved it forward to give the 42 a J of only 14.33' (compared to 14.42' and 15.75' for their 36 and 38 respectively). With a foretriangle of only 376 sq. ft. (14 sq. ft. less than the 38) and a mainsail of 379 sq. ft. (only a hank's-worth larger than the foretriangle), the 42's sail area/displacement ratio is perfectly balanced.

Now, somewhere along the way, the 42's secret of high performance—by virtue of improvements in hull shape she is more easily driven than the 38 and simply needs less sail per pound. Thus, she's a pleasure to handle.

I had the sheer joy of determining this for myself in early September when, after a long wet summer, the Newport, RI, breeze finally stiffened out of the northwest and the sun shone brightly. My first impression came from the 42's balance. On the wind, she was easily sailed, though I found her a bit in-keel and semi-balanced rudder. With gusts to 12, carrying full main and 135-percent genoa—she merely heeled, accelerated and kept tracking. She had a barely noticeable urge to round up. Even on a breezy reach, she was easily sailed. Even in the puffs—we sailed in about eight knots on the coachroof; but for two she's ideal.

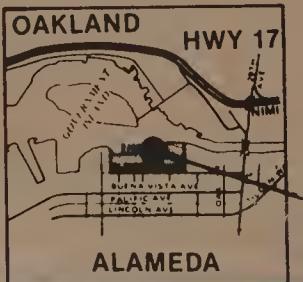
Under power the 42 is no less user friendly. The Sabre engineers have angled the shaft to counter prop torque, so she has an essentially neutral helm, without the tendency to pull from side to side often associated with balanced rudders.

The Sabre 42's living space benefits from generous innovation. The design team had tried any appropriate means to the desired end: comfort. Asymmetry is used fearlessly, as are bulkheads that are angled rather than square to the centerline (why don't more builders use this technique, which opens space so effectively?). And they have consulted clients and dealers, who suggested changes during the design process—more opening ports, angled galley sinks, a dressing seat in the after cabin—all to the good of the layout. Most interior construction is of oiled teak, but cypress ceiling adds a touch of lightness to the generally darker forward stateroom.

The 42—deck and hull—is fabricated of balsa-cored laminate with alternating mat and non-woven roving, with added unidirectional roving at stress areas. The standard fuel tank is aluminum; wheel steering; compass; 110-v shore power hookup; two heads with 2:1 reduction (40-gallon water capacity); Lewmar 52-CST self-tailing primaries; in an 8'9" T-shaped cockpit with beveled coamings for comfort at the mooring and under way. Rod rigging and airfoil spreaders are standard on the Rig-Rite spars.

Reprint from Yachting 12/86

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"The new Sabre 42 is so well balanced—by design—that she virtually sails herself"

Call for your appointment to view her at the Boat Show April 8-13 at Mariner Square, Alameda.

THE HANDSOME NEW SABRE 42 is the first cruiser/racer drawn by the Sabre design team that is more than 42 feet

long overall, so it's a relative breakthrough for the 15-year-old Maine builder.

But it is no less a breakthrough in absolute terms, because it represents the team's solution to a self-imposed challenge: to make a yacht that has the accommodations of a 42-footer, but which requires little more muscle to sail than yachts four or five feet shorter. In my estimation, they've succeeded, but which requires little more muscle to sail

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LETTERS

Francisco," 94123.

Historically, most out-of-town boats have stayed at marinas in Sausalito or at Pier 39. If space is tight, there's plenty of room at San Francisco's brand new South Beach Harbor marina. The natives are friendly — but look out on the race course!

MAX AND LEE BLINDED BY MONO FOG?

I found it . . . ! I found it . . . !

You remember the boat you both said doesn't exist, the perfect cruising boat? I have been cruising and sailing for the last three years in a non-existent boat.

Tariqa has proven to be a fast, fun, seaworthy, comfortable and safe boat that I have sailed up and down the west coast and to the Mexican mainland. I would like to show you how well my boat fits your "priorities".

Priority Zero — must be fast and fun to sail. During the 1986 Doublehanded Farallones Race coming back from the Islands my 31-ft yacht was making 11-12 knots and a solid 18 knots when surfing. Definitely fun.

Priority One — shallow draft. Tariqa draws 33 inches with the board up. When I got stuck on the sand bar at the entrance to Puerto Vallarta Marina, I just hopped over the side into waist deep water and pushed her off. Within this 33-inch draft is a strong mini-keel that protects the bottom of the boat when beached or grounded. The floating centerboard (no ballast necessary), when down, draws 5'9" and the boat goes to weather as well or better than most boats.

Priority Two — good method for carrying a dinghy. This means a lot of useable deck space, so you can place the dinghy out of the way. My boat is 18-ft wide. Yes, it is a multi-hull, specifically a Searunner 31 Trimaran. But please don't let your one-hulled mind stop here.

Priority Three — foam flotation. Ridiculous! Who needs it? You need it if you are going offshore in a monohull, a type of boat that carries a couple of thousand pounds of lead weight just to keep it from flopping over. There must be something exciting or fun about sailing a slow lead boat, but after spending some time with multi's I can no longer enjoy heeling way over and still going slow. A multi relies on its extreme beam to prevent turning over and also sails quite level in comparison to a mono. My boat is constructed of epoxy and fiberglass reinforced wood, hence you can't sink her.

Priority Four — transom scoop. A useful device that does increase LWL, but I would not have one on an active cruising boat. I like the security of knowing that it is difficult for an intruder to board my boat while at anchor. A side comment about autopilots. I consider them a necessity to enhance the enjoyment of sailing, but if you have one and it is the usual neat-looking high-tech black, be cool and paint it white. One of the enemies of electronic devices is heat and that black case out in the sun can really generate heat.

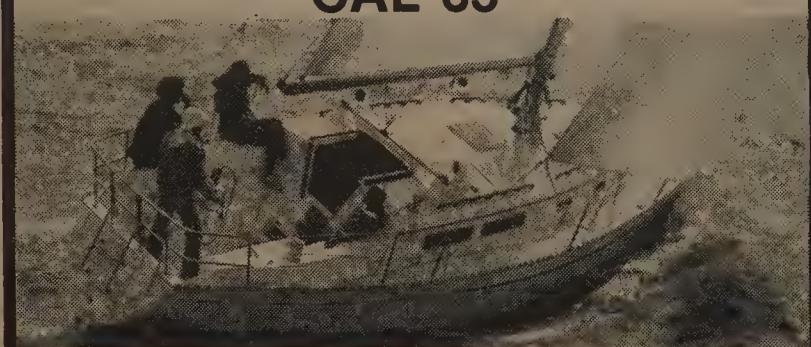
I am sure that you can see that the type of boat you claim does not exist is in fact available and has probably sailed right by you as you struggled to sit upright in your heeled over boat. Max and Lee, I want you both to know that I always enjoy your articles, but for your December 1986 article you were both lost in the fog, a fog probably generated by that mono-groove you both seem to be stuck in. I just wanted to remind you that there are other kinds of boats out there. None of them perfect, but that is what kind of makes it fun.

If any of your many readers need more info, they can contact the San Francisco Bay Area Multihull Association at (707) 823-4192.

Randolph B. Chapman

Tariqa
Alameda

CAL 35



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Websters Dictionary definition: a market in which goods (yachts) are plentiful, buyers have a wide range of choices and prices tend to be low.

20' NEWPORT	1968	\$4,900	33' CAL	1973	Offers
22' SANTANA	1966	4,990	34' DASH	1982	37,500
23' ERICSON	1976	9,750	34' HUNTER	1983	49,500
23' PEARSON ELECTRA	4,700		34' O'DAY	1981	59,950
23' RANGER		8,950	34' SABRE	1983	84,000
24' ISLNDR BAHAMA	1967	7,900	34' SEABIRD gaff		16,500
24' MERIDIAN	1964	14,500	34' WYLIE	1980	55,000
24' MOORE	1980	16,500	35' CAL 2-35	1980	82,000
24' NIGHTINGALE/trlr	'78	16,950	36' ISLANDER		39,500
24' SAN JUAN	1976	12,750	36' PEARSON	1977	65,500
25' BUCCANEER	1980	15,500	37' FLYING		
25' CAL	1965	7,500	DUTCHMAN	1979	69,000
25' CATALINA	1980	9,850	38' DOWNEAST	1978	67,500
25' CATALINA	1979	12,900	38' ERICSON	1980	87,500
25' ED MONK, wd	1947	5,000	38' FARR		2 frm 88,000
25' ERICSON25+	1979	16,500	38' MORGAN	1978	87,500
25' MERIT WTRLR	1983	17,000	39' CAVALIER	1980	115,000
25' PACIFIC CLIPPER	1958	5,000	41' RHODES	1960	49,500
26' CHRYSLER	1977	13,500	41' TARTAN	1975	69,500
26' CLIPPER	1973	6,300	42' COOPER	1981	127,500
26' COLUMBIA	1969	8,000	42' IRWIN	1975	120,000
26' ERICSON	1967	9,500	43' SCHOONER	1979	95,000
26' INTER. FOLK		2 frm 7,500	44' NORDIC	1982	165,000
26' PEARSON	1975	18,500	44' PETERSON	1977	117,500
26' RANGER	1976	11,500	45' FAR EAST	1970	72,000
26' S-2 7.9/trlr	1982	21,500	45' LANCER	1983	185,000
27' C&C	1977	28,900	46' GARDEN CSTM	1970	98,500
27' CAL 2-27		2 frm 22,900	47' NORSEMAN 447	1986	
27' CATALINA	1971	8,900	Midcockpit		Asking \$215,000
27' ERICSON		2 frm 19,900	47' GARDEN VGB	1983	139,500
27' O'DAY	1973	20,000	48' C&C	1982	240,000
27' SUN YACHT		22,750	50' CHALLENGER	1973	220,000
27' TARTAN	1975	20,500	52' COLUMBIA	1972	125,000
28' COLUMBIA	1969	15,000	52' NAUTICAT	1983	375,000
28' SAN JUAN	1979	26,900	60' CLASSIC, wd	1911	150,000
29' CAL	1970	21,950			
29' ISLANDER	1966	16,950			
29' LANCER		25,000			
30' BAHAMA	1981	38,990			
30' CAL 2-30	1968	22,000			
30' CAL 3-30	1974	31,500			
30' CAPE DORY	1976	45,000			
30' ERICSON	1969	27,500			
30' FISHER M/S	1976	54,500			
30' PEARSON	1975	23,500			
30' SABRE	1983	56,500			
30' TARTAN	1973	28,000			
31' CAL		2 frm 38,500			
32' TRAVELLER		44,500			

UPSCALE BROKERAGE

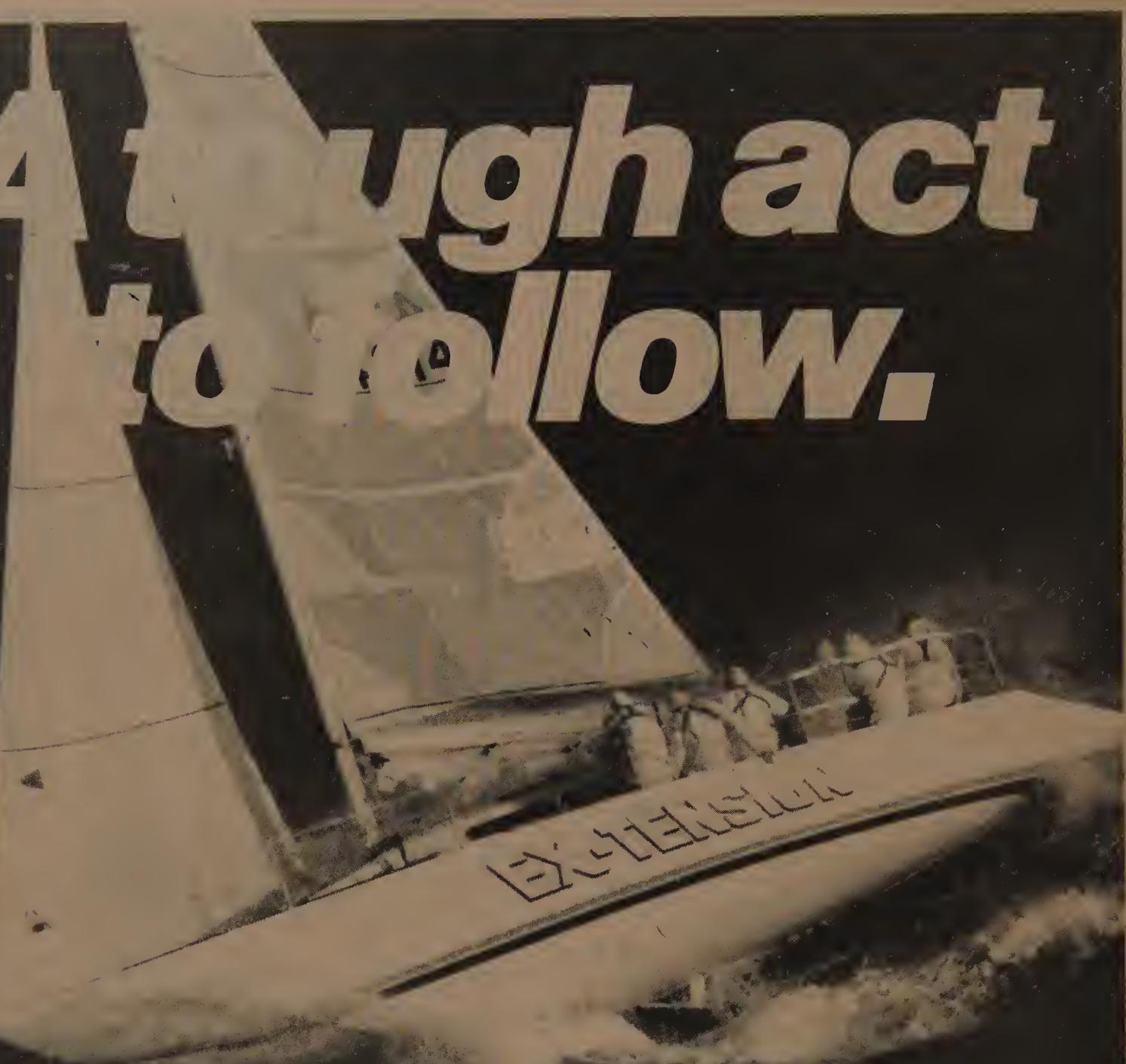
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LETTERS

□ THE LONG AND THE SHORT OF IT

Is it really true that marina operators charge by what you say your boat length is? As per the Max Ebb column on the 'Lee Helm 38' in the December '86 issue, down in Long Beach they'd probably charge you for a 42-footer.

I'm interested, because after two years, the Long Beach Marina people measured my Catalina 30 tall rig and decided it was actually 32 feet, 1 inches long. So guess what they billed me for? Thirty-three feet.

So it came down to either cutting a one-inch notch out of the bottom of my Mariner roller-furling drum or to remove the drum altogether.

While listening to the VHF late one Sunday evening, I heard a vessel call Long Beach Harbor Patrol requesting advice on where to anchor. The Patrol answered that there was no anchorage and the boat would have to either pay the Queensway Moorings or pay for a side-tie in the marina.

After Long Beach Patrol cleared by to 16, I informed the calling vessel where he could anchor. He thanked me and then was hailed by the Long Beach Patrol, which wanted to make sure he understood there was a three-day limit. While doing so, he offered no excuse for not being candid and for trying to drum up business for the city.

But I guess I should be happy, since I could be living in Marina del Rey, land of profit-hungry master lessors, or in Northern California as a subject of the BCDC.

On an entirely different subject, I'll bet the 'Twisted Sisters' have a Braun cordless butane curling iron. For the sake of the 'Pissed Sisters', I hope they can find one in Mexico.

W. Goodman
Long Beach

□ PREJUDICE CAN BE SO MUCH FUN!

Some brief comments on the banana eaters. They know many things not measured on IQ tests. Such as how to navigate without a compass, build boats, and have fewer anxieties.

Joe Guthrie
Richmond

Joe — They also know how to be happy. According to the Grab Bag, purveyors of folk remedies say you can beat the blues by eating to ripe bananas a day. Researchers say this is because the fruit contain serotonin and norepinephrine.

Slow and happy — what a miserable way to live life.

□ WHY SQUANDER THE WEEKEND?

As we started to discuss logistics for the great San Francisco to Catalina Race, we weren't at all sure why this year's race starts on Monday, July 6. So we thought: why not ask the question in a public forum to see if other participants had the same question?

Can someone explain why we have to squander a perfectly good three-day weekend (without incurring any vacation days) waiting for the start? These working stiffs have Friday, July 3 off, not Monday, July 6. We suspect that most other workers are in the same situation. Also, because of this late start, one realistically must take a full two weeks off from work to finish the race in order to be able to relax for a few days before turning around for that always fun trip back up the coast. Is it too late to ask the Metropolitan YC to reconsider this issue?

And while up on the soapbox, we'd like to further suggest that the Metro YC consider a starting time of around 3 p.m., a highly successful experiment used by the S.F. to San Diego racers. Why? Typically, the wind really kicks up south of Carmel, as you approach

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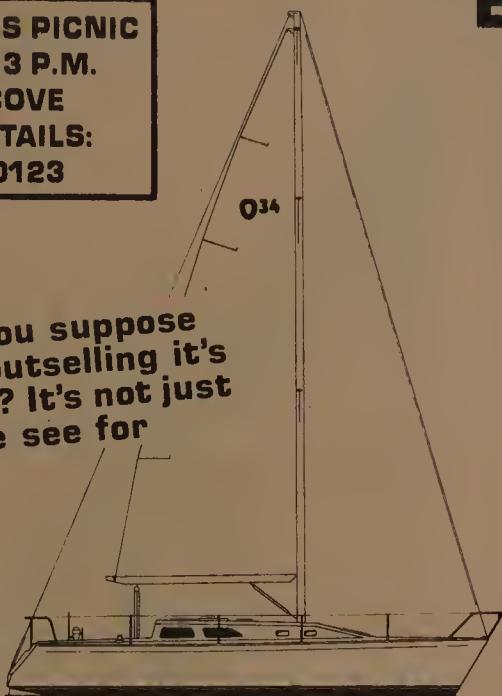
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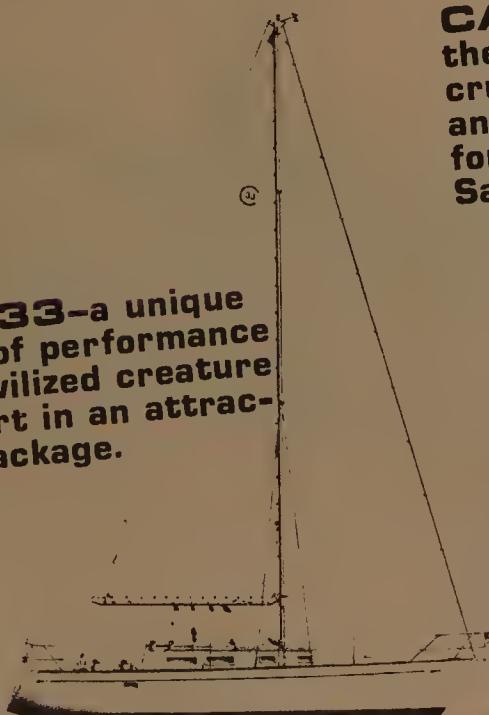
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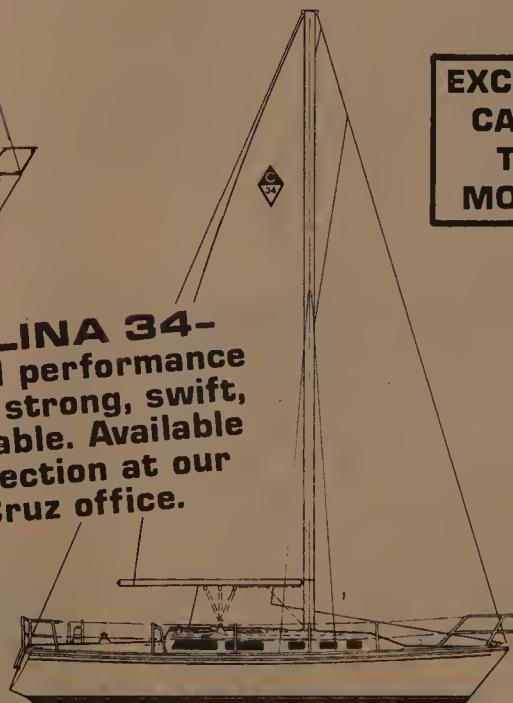
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Ease-of-handling. The advantages of North's full battened design are numerous. First of all, the sail is easy to furl. All you have to do is let the mainsheet run and cast off the halyard... the sail neatly stacks on top of your boom, between a set of lazy jacks, like a Venetian blind!

Durability. The use of full-length battens makes a very quiet, smooth sail and minimizes the primary causes of mainsail failure. This is one reason why large multihulls and round-the-world racers have recently chosen fully battened North mains.

Performance. With its extra leech area and fast, smooth shape held in place, the *FullBatten* main actually out-plays most conventional mainsails. You get improved upwind performance, better sail shape in light air, and a wider cruising range.

Simple installation. One of the nicest things of all is how easy it is to install. The *FullBatten* is designed to fit most modern masts and booms. Just remove your old main and slip on the new... same track, same slides, same outhaul, and same reef lines!



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The *FullBatten* cruising and PHRF racing main from North. Quiet, smooth, fast. And it will last!

LETTERS

Pt. Sur. By then, you have sailed all night in more moderate conditions. The windiest part of the course can then be sailed in broad daylight. It's a helluva lot safer and enjoyable, and if all has gone more or less typically, you'll be down around Pt. Arguello or Pt. Conception by sunset, and should start to see more moderating conditions by nightfall.

Okay, okay, we'll step down now, but does anyone else agree with us?

Kirk Denebeim
Ron Losch
Yacht Potsticker

Kirk and Ron — Bill Xavier, race coordinator, has some good explanations for your equally good questions.

The race will start on Monday because the authorities down in Catalina won't have anything to do with a huge fleet descending on them any earlier than the Wednesday after the Fourth of July Weekend. If you've ever been to Catalina at that time of year, you know why.

Furthermore, the Coast Guard frowns on starting major races on big holidays such as Saturday, the Fourth of July.

As for the 10 a.m. start of the Golden Gate YC, it's timed to coincide with the end of slack water and the start of the ebb. In years past some boats didn't get out the Gate before the flood started, dampening their enthusiasm for the race before they'd even put San Francisco below the horizon.

Take the race as it is, we think you'll love it. Especially since the Long Beach Naval YC has taken the responsibility of having three boats stationed at the west end finish line, and will be handling all finishes, computer standing calculations and protests.

□ NEIGHBORLY

The stern mooring line on my Columbia 34 in Sausalito Yacht Harbor must have broken loose during the week of March 9.

Someone apparently rescued my boat by retying the stern line and securing it to a cleat.

I'm deeply grateful to this unknown person. In fact, I'd like to pay tribute to all readers who have similarly helped their marina neighbors in the past.

Larry Wonderling
San Francisco

Larry — A nice sentiment.

□ EXCUSE ME, BUT I'M ANGRY

Your response to Jean Ness about Amateur Radio was pitifully uninformed. Learning Code does save lives — mine for one!

Other letter writers, such as Mr. Hall, and *Latitude 38* share the same views as the individual who nearly cost me my life. The man, who refuses to go to a class, learn Code, and learn proper radio procedure, dispatched paramedics to the wrong address. Thankfully, 911 blew it, and through two hams, one computer operator and her (ham) supervisor, a different agency re-dispatched the paramedics to the correct address. Fortunately, they brought paddles, as my heart had stopped during the half hour delay.

People unwilling to avail themselves of Amateur Radio are simply too lazy. The person who could only tap out an SOS probably wouldn't be able to send their position, rig an emergency antenna that would work or even tune the rig.

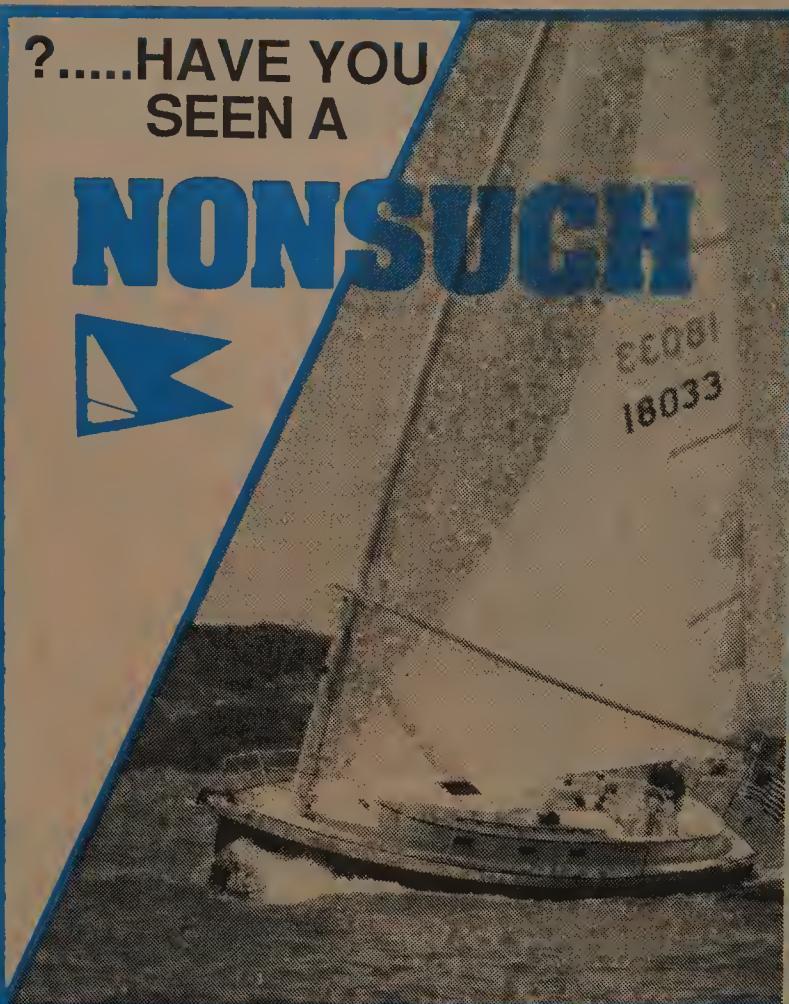
By the way, SOS has been superseded by XXX XXX XXX. The reason is that there have been too many false alarms by unlicensed hams using SOS. In fact, SOS may go unanswered by an experi-

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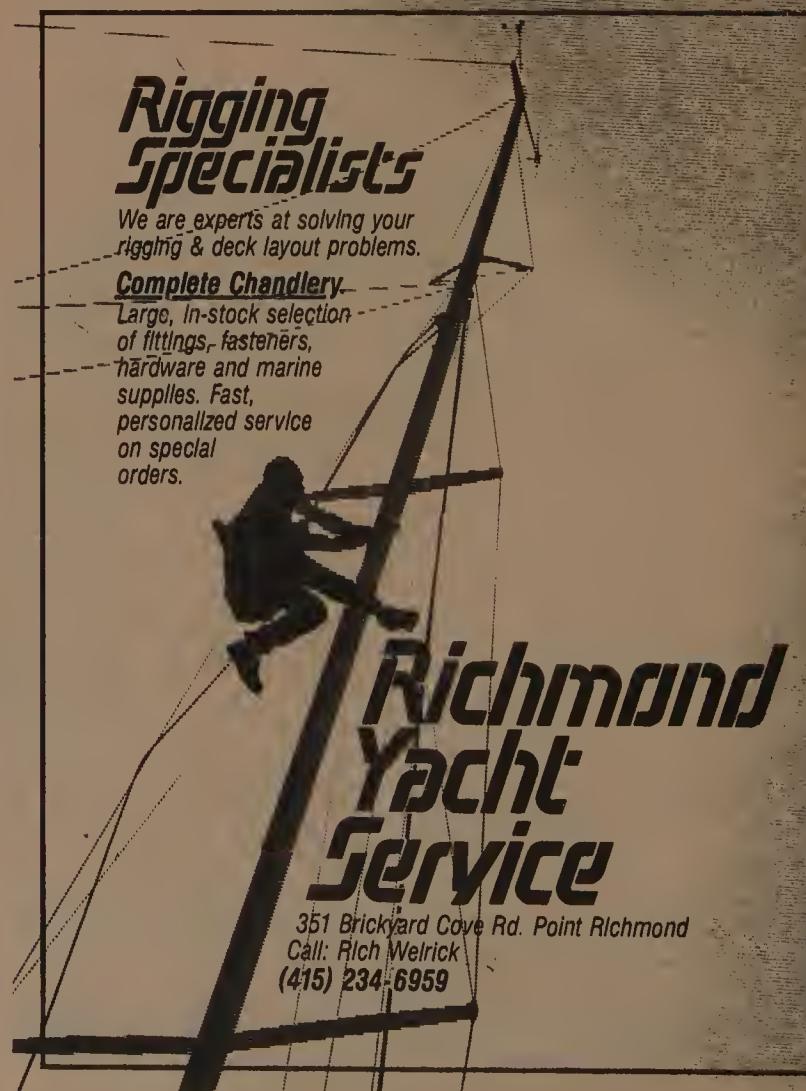
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LETTERS

enced operator, particularly if a stolen call sign is used! Stolen and fictitious call signs can be checked in a book most hams have at hand.

Furthermore, an inexperienced operator shouting into a microphone will be too distorted to understand and will probably have the gain too high, assuring that he will not be able to be understood. This happened during a serious situation on a yacht that had been dismasted in the Marquesas. The operator would not turn the gain down and shouted even louder! I handled the traffic despite the fact the person was using a stolen call sign. It took 30 minutes to copy 25 words on the phone. He "forgot" his key. Later I turned him in to the FCC for being stupid!

Hams organize annual free classes, here and abroad, to help new people become licensed. Radio owners shouldn't rely on a piece of equipment until they really know how to operate it properly. It takes more than Code to be a licensed Amateur Radio operator.

Incidentally, by international treaty, the FCC cannot drop the Code requirement without an Act of Congress and until the treaty expires.

Jim Meeker
Sailor, KA6DXL, and *Latitude 38* fan

Jim — You're just like us, taking life way, way too seriously. The fact that you'd even consider not responding to a call for help because the person wasn't licensed suggests you need a couple of weeks up the Delta on your boat. It will do you — and your heart — a world of good.

You know that saying, "Don't get mad, get even." That's for dummies. Smart folks say, "Don't get mad, get sailing."

□ MORE ON AMATUER RADIO

It's my opinion that all technical licensing in land mobile and marine services is a program that has passed its time.

And I'm familiar with the territory. For over a decade, I taught a course in the community college system titled: "FCC License Preparation" (which I subtitled "How to Con the Government for Fun and Profit"). I built Channel 36 in San Jose, aligned radios for the city and county of San Francisco, did maintenance at KGO-TV, was an engineering consultant for San Diego State University communications, was a consultant to the Senate Office of Search, etc., etc.

Against this background, I have two issues:

1. The only true "FCC Engineers" are persons employed by the U.S. Department of Commerce after passing rigorous civil service examinations. All the rest of us may be licensed to operate radio equipment in various categories or services.

2. When I was a young man back in the Forties, radio equipment of all types was inherently unstable, and therefore required someone who knew what he was doing to keep equipment operating properly. The Amateur Radio Services was the place to gain such experience. Amateurs built their own 'rigs', usually from World War II surplus equipment. Voice communication between most of these hodge-podge rigs was usually a matter of pure luck; therefore we used Code to "dx" — communicate over long distances.

It's my estimate that today, probably one ham in 100 could replace and realign a major failure in his communications receiver. Furthermore, modern equipment is so stable that even the best of us could not improve stability without major engineering redesign. Just as I am an anachronism, the Amateur Radio licensing system is an anachronism. It takes one to know one.

In addition, the code requirement is ludicrous. However, a code requirement for transceivers in the marine services is needed for

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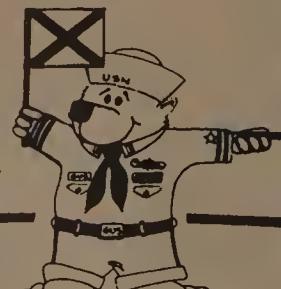
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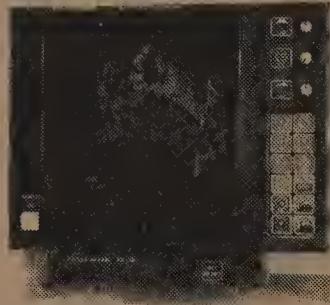


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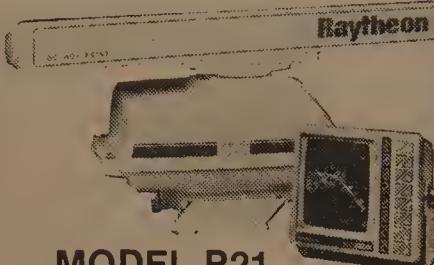
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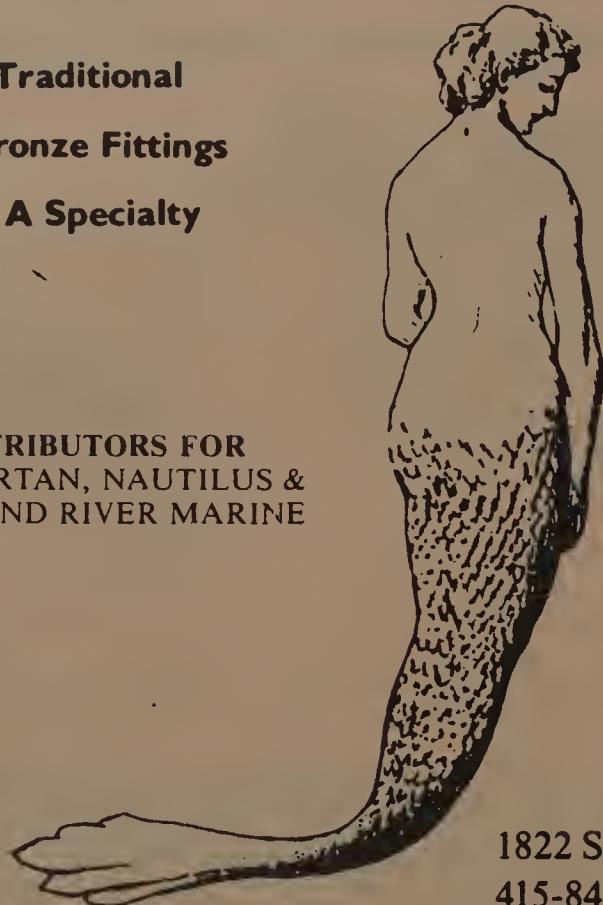
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LETTERS

emergencies.

The single most important issue is the abuse of the use of the radio spectrum. The call letter identifier is a like a lock; it deters some folks for short periods of time. But policing is impossible in any practical sense. We are all familiar with the abuse of Citizens Band privileges and we can listen to the marine services deteriorate in the same manner.

Therefore the answer to our problem is not licensing, but the use of inexpensive technology. How?

1. The Funny Cookie Company (FCC) should require the manufacturers of equipment to install a sub-carrier general system which could be modulated by an identifier. Each individual radio would therefore identify who was transmitting at all times. The identifier would become part of the vessel license. Then the FCC monitoring system could pinpoint abusers in seconds. Our friends in Silicon Valley could turn out an integrated programmable circuit for this application with little difficulty.

2. The FCC should allow manufacturers to include a circuit which would generate a CW coded emergency signal. Provisions could be made for insertion of location information utilizing the channel selector keypad. Provisions could also be included which would activate satellite transponders.

As is it now, Amateur Radio licensing is the technical equivalent of fraternity Hell Week; if you want to be a member of the club, you have to pay your dues. It's the I had to do it, why shouldn't they mentality. There's no other reason for it.

I suppose there could be a good argument for licensing the pure operation of equipment or some form of assistance so the marine enthusiast could learn how to use his equipment properly. Perhaps the Coast Guard or the community colleges could help with this matter.

Every governmental rule and regulation had some kind of reason for being enacted. But so often now we are left with the rules after the reason for them has long become invalid.

If anyone is going to write the FCC concerning licensing in the Amateur Services, I suggest they mention these or other solutions to the perceived problems. Simple agitation rarely does anything but mix things up.

Jim Verrinder
Retired aboard *Bones II*
Village West Marina, Stockton

Jim — What are you, some kind of heretic?

NEARING THE END OF THE DEBATE

Morse Code is really a seldom used — but still useful — tradition in radio communications. Its use in emergency situations has, from time to time, been proven valuable. Like learning CPR, once grasped it sticks with you and is available to you if needed.

Every hobby or profession calls for learning some aspect or item that may not seem necessary at the time. Did you ever hear two doctors conversing in Latin? If we are going to jettison traditional knowledge for the sake of expediency, let's do it for all fields.

Why should sailing school pupils learn fore, aft, port, starboard, etc? Put it in laymans terms. Let's make ham radio, sailing, flying or whatever more accessible to the masses. If you can't study enough to pass for your solo license, why should you be denied the right to fly?

I, for one, have not suffered excessively from learning Morse, sailing, or whatever. If you want something enough, the learning is not insurmountable. Like learning to splice a line, it is a skill that adds to your abilities and gives satisfaction in knowing you spent a little effort learning it.

P.S. to Thomas Hall: The Japanese may not need to learn Morse

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LETTERS

Code. Now let's hope they learn they don't need to slaughter whale and dolphins in order to survive.

Mark Briese
Yacht Albert Louis, KA6SJZ
San Carlos

□ EVEN CLOSER TO THE END STILL

In regards to the Ham Scam, I think congratulations are in order to those who have passed the Amateur Radio tests; they have put themselves out far more than is necessary. If you look back to the original objective, that is, to use a radio, it begins to look even a bit foolish.

Einstein, when asked for his telephone number, had to look it up in the phone book. When asked why he didn't remember his own number, he replied that he never filled his mind with data that was already filed somewhere else. I believe he said that the sign of a man's intelligence is not measured by what he keeps stored in his brain, but by his ability to know where to look for the data needed.

As to Judd Smith . . . I'm sure he is already nominated to the Yuppie Hall of Fame as the Melita Man of the Year.

Steve Kyle
Petaluma

Steve — Melita filters, we get it.

□ THE LEFT COAST UNFRIENDLY?

My husband and I are new fans of your magazine, having at last arrived on the west coast of Central America after cruising the Caribbean for the last two years.

Perhaps you can help us with a slight problem. We're having difficulty meeting people! Most of the cruisers we've met, both in Costa Rica and now in Mexico, have known each other from the same marinas in California and seem to socialize only within their group.

On the East Coast, the 'etiquette' was for the boat(s) in the anchorage the longest to welcome the newcomers with an invitation for coffee or cocktails first, and to introduce the new people to a few others, thereby making the social beginnings easier for the newcomers. Here people wave as they pass on their dinghies, but that's it.

We've met a few people on the inevitable beer, diesel, and water runs, but even when we suggest a get-together and have them over, they don't seem interested in pursuing a new friendship. It's very puzzling.

My question is this; as far as you know, is there a custom in the California cruising community that we're not observing? Or are we just out of luck because we're not part of the 'fleet'? We never expected such an 'old boy' network here in the wild west!

When can we expect an East Coast version of *Latitude 38*? We're from Ft. Lauderdale, but somehow *Latitude 27* doesn't have quite the same ring, although I'm sure there are lots of future fans in the Chesapeake Bay area, which must be pretty close to latitude 38.

Anyway, we love the magazine and are looking forward to a possible answer to our 'Emily Post' dilemma.

Tom and Marie Sevast
Hobo Sun, Islander 36
Zihuantanejo, Mexico

Tom and Marie — Out here on the west coast we have 'resonance' and 'vibrations' rather than etiquette and Emily Post. We suspect you're probably still unconsciously emitting some of those formal east coast vibes with the result that there's more static than synchronicity when meeting west coasters.



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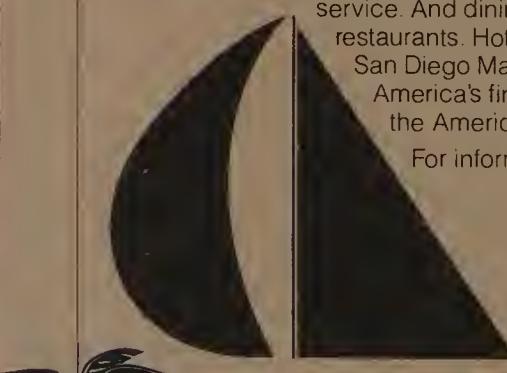
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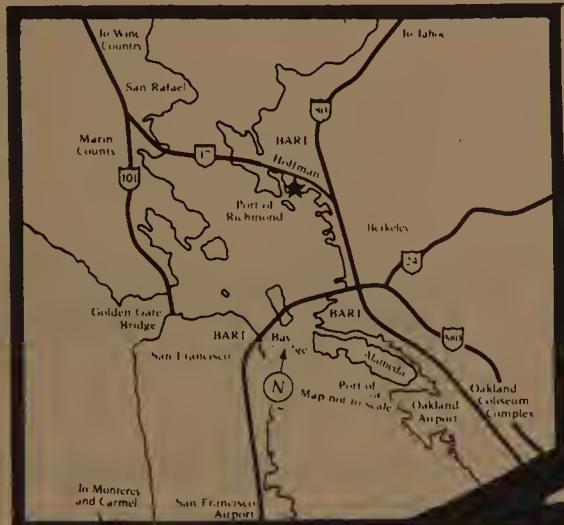
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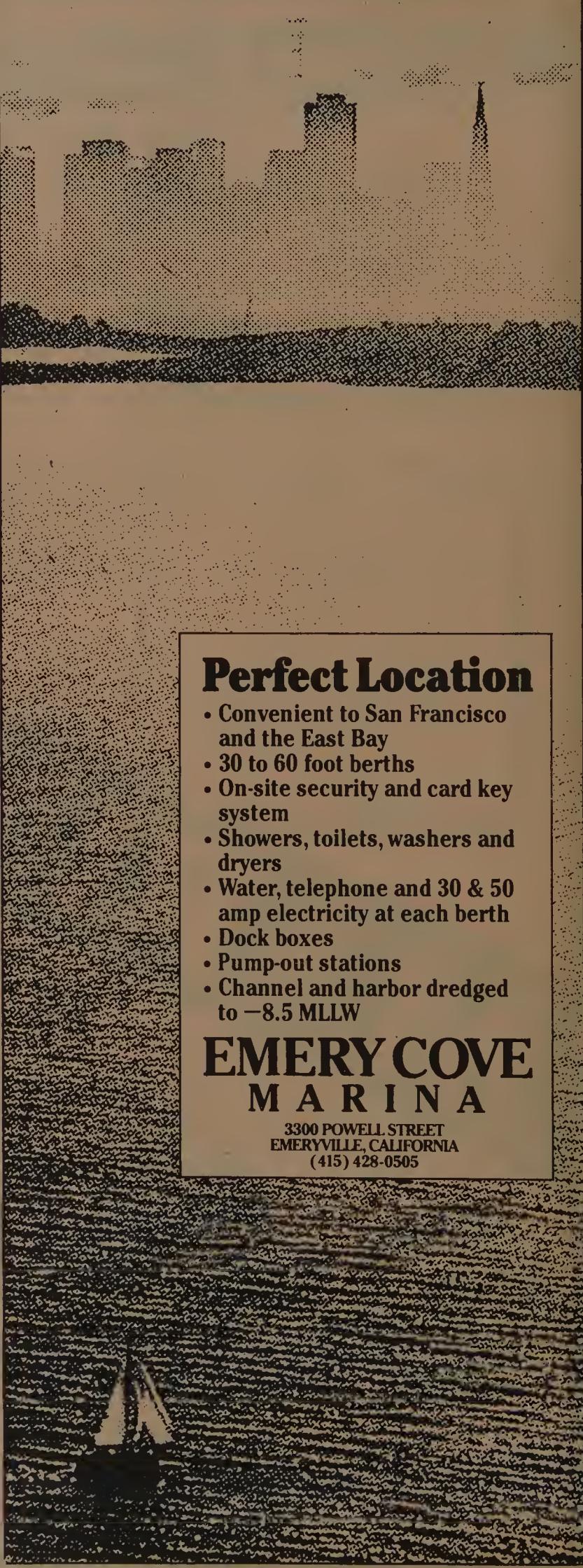
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LETTERS

Since formality has the effect on west coasters of DDT on pollywogs, we suggest you make a conscious effort to loosen up a little. This is most easily achieved by doing some things that are socially questionable to folks east of Reno.

For example, you could forego the wearing of clothes on Tuesday. You could hold huge parties aboard your boat at 0400 to celebrate equinoxes or other relatively minor astronomical curiosities. Organize a cruiser's assault on the Club Med near Ixtapa. Practical jokes are a good way to make close friends; read about the banana tree hoisted to the top of the mast elsewhere in this issue. Starting a new religion always guarantees many new devotees, especially if you're open to suggestions regarding dogma.

In short, do all the things you would have been too embarrassed to do back in Fort Lauderdale. Assimilation will soon follow.

MUST BE ON THE LEVEL

Yes, the Kenwood Cup is exciting; blue sky, warm water, hot boats and string bikinis. It is not, however, a sports spectacle like the America's Cup. Face it, guys, it's really just another IOR race, like the SORC, or Admiral's Cup — big deal!

The America's Cup must be a level race. Do you really think that your friends in Chicago are going to wait around for hours after the first boats finish to see who corrects out on top? Try again guys.

If you want thrills and spills, race the America's Cup in European Lake Racers. They're more exciting on a lake than any IOR lead sled will ever be in any conditions. If it's pure speed you're after, go to maxi multihulls. Then we'll have 30-knot reaches instead of 10 knots.

The IOR is dying. Instead of trying to use the America's Cup to revive it, just let it rest in peace.

David Reams
San Diego

David — You're damn right the Kenwood Cup was not a sports spectacle like the America's Cup, because the A-Cup was a bore.

Or perhaps you found Conner's 4 to zip drubbing of USA a thrill-a-minute affair. Or maybe it was the 4 to 1 Kiwi mash — Stars & Stripes lost once with a breakdown — that kept you on the edge of your seat. And what could have been closer than the over-before-it-started 4 to 0 demolition of the Aussies for the Cup itself? If that whoever-gets-to-the-first-mark-wins competition was thrilling, we're Dennis Conner's wife.

Don't get us wrong, we're not saying the IOR isn't having troubles nor are we starting a campaign to revive it. But we are saying we've covered three Clipper/Kenwood Cups from the air and water, and each was a hundred times more exciting than the recent America's Cup. The Bullfrog/Margaret Rintoul American-Aussie battle of 1982 was better than any America's Cup has ever been, and when they fought a rematch as Checkmate and Tomahawk in 1984 it was even better. We're talking a second or two difference after afternoons of racing, not daily horizon jobs like the A-Cup. Then in the 1986 Kenwood Cup there was Mad Max duking it out with the great Exador, where a missed wave or a sloppy tack was enough to drop you from first to third. And within the larger framework there were many other intriguing battles; first-to-finish, clas̄ honors, etc.

Are the "guys from Chicago" going to wait around for hours after the first boats finish to see who corrects out on top? You bet your ass they are, because the drama of who is going to win builds for hours to a terrific climax. The recent A-Cup, on the other hand, was like a football game where the score was 48 to 0 at halftime; it was tough to keep interested.

All things must change David, and the sooner the 12 Meter folks

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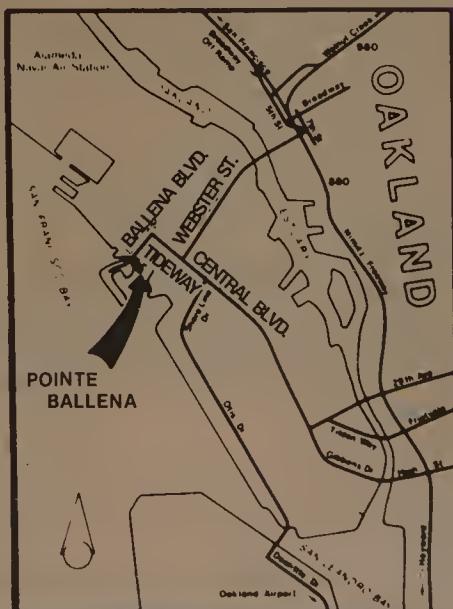
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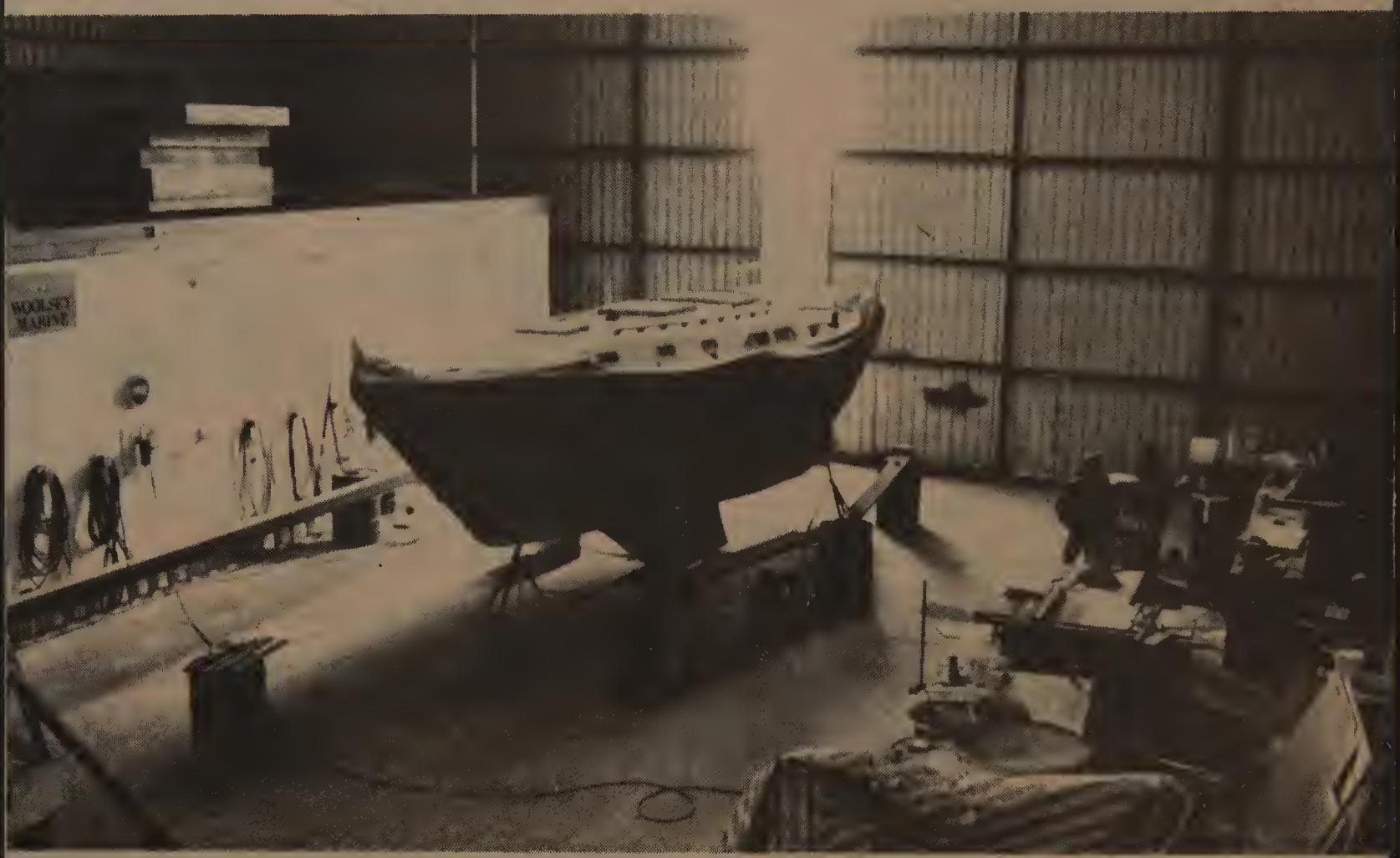
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LETTERS

realize it, the lesser the chances are of the America's Cup becoming the next *Vanna White*. So let's wise up and make America the first 12-Meter Free Zone.

□AN INTRIGUING DEVICE

I am writing from the epicenter of the yuppie infestation, where chandleries equip the bluewater cruisers with 12 volt blenders and windsocks.

In the course of restoring my old Triton, I have lately become preoccupied with the idea of emergency flotation. The inflatable CO₂ bag seems an intriguing device, because — correct me if I'm wrong — it doesn't eat up storage space like solid foam. Nor, it would seem after converting my ice box to refrigeration, would it be as expensive. Furthermore, it seems that foam shot beneath the waterline would not give easy access in case of an emergency.

The only drawback of the CO₂ system would seem to be the fact that it apparently doesn't exist.

But I remember that in their book *The Self-Sufficient Sailor* the Pardey's once mentioned a system offered by Hutchinson-Napa of France. Can anyone out there help me out with more specific instructions on how to find the system? The local distributors here only shake their heads in mutual frustration — as one does when comforting the obviously insane — and then proceed to encourage me with lemon-colored waterwings and teak soda-holders.

Please! Does anybody out there have any information on such devices? My concern stems from the observation that those who fair the best in open ocean disasters had the benefit of a vessel that stayed afloat, at least long enough for the transfer of essentials to the liferaft.

In closing, December's *Loose Lips* mention of Marina del Rey neglected to report the two gold chain minimum required at the local Red Onion also applies to visitor slips and general access to the marina.

Mike Horne
King Harbor

Mike — We're not certain, but we think a CO₂ system for a moderately heavy Triton might take up too much storage space to make sense. But we'll wait to hear from flotation experts like Chris Barry of Brisbane. Are you out there Chris?

□FOREVER WILL HAVE TO WAIT

I have a unique 'problem'. My Endeavor 37 is in charter with the Moorings in Raiatea, French Polynesia, and the charter agreement is scheduled to expire next year. I had planned to pick up the boat at that time and sail into the sunset 'forever'. However, the timing — not enough money to last 'forever' — is not right.

I am now contemplating sailing from Raiatea for 4-6 weeks and then leaving the boat either in drydock or to be leased as a charter boat for another year when I can return to continue my explorations.

Can you advise me of likely places where there are good, secure, and cheap docking facilities within a reasonable distance of Raiatea? Are there any yacht chartering companies that I can contact to arrange for leasing the boat during the time I'll be back in the United States? For example, in Fiji, Samoa, Tonga, the Cook Islands, etc.?

Paul Edell
Santa Clara

Paul — We're not knowledgeable enough on this subject to comment, but we'll gladly toss it out to our readers. We're all going to assume, of course, that you've considered trying to extend your contract with the Moorings.

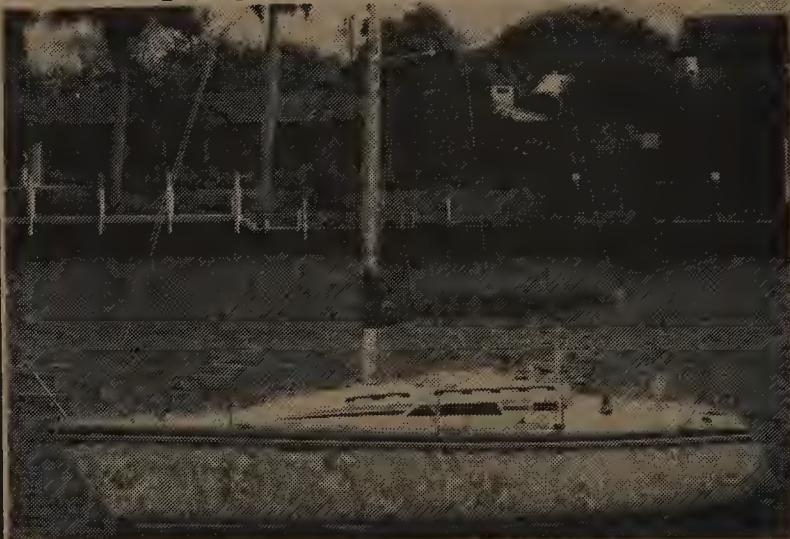
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"Sailing, Sailing, Out of



It was John Steinbeck who wrote of the Caribbean:

"There is a peace in the tropic oceans which passes a desire for understanding. Destination is no longer an end, but only to be sailing, sailing, out of the kingdom of time."

If you're looking for peace, we'll think you'll find it on *Big O* during a *Latitude 38 Adventure Charter* in the Caribbean.

A week or two on the swift, smooth-sailing van de Stadt design is likely to bring you closer to the ocean — and peace — than you've ever been before.

For one thing, the tradewind sailing in warm, clear waters of the Caribbean is the most enjoyable pleasure sailing in the world. And for the

ideal conditions, there are few more suitable vessels than an Ocean 71. Although large, she's easy to handle, whether driven to weather at nine knots by a grandmother or surging to a 13 knot reach at the hands of a ten-year old.

Furthermore, with more than 17 feet of beam, *Big O*'s got plenty of room so you don't get that 'trapped-on-a-small-boat' feeling.

The three double staterooms, the galley, the crew quarters and engine compartment all close off from the rest of the boat. Privacy is yours when you want it. The main salon has 11 x 14 feet of useable space and easily seats 12. There's even a small salon up forward that accommodates four. The boat is equipped with three heads, including one with a shower and bath. The

interior is finished off in classic white and varnished mahogany.

Big O's two cockpits are huge and thus ideally suited for the tropics. The mid-cockpit — where the action is — easily accommodates 10 or 12. The quiet aft cockpit offers plenty of room for six. The flush foredeck is spacious. You can sit in a deck chair, put your feet up on the lifelines, and temporarily let the "desire for understanding" slip away. As for stretching your legs, when you're aboard *Big O* there's no need to go to shore to take a hike.

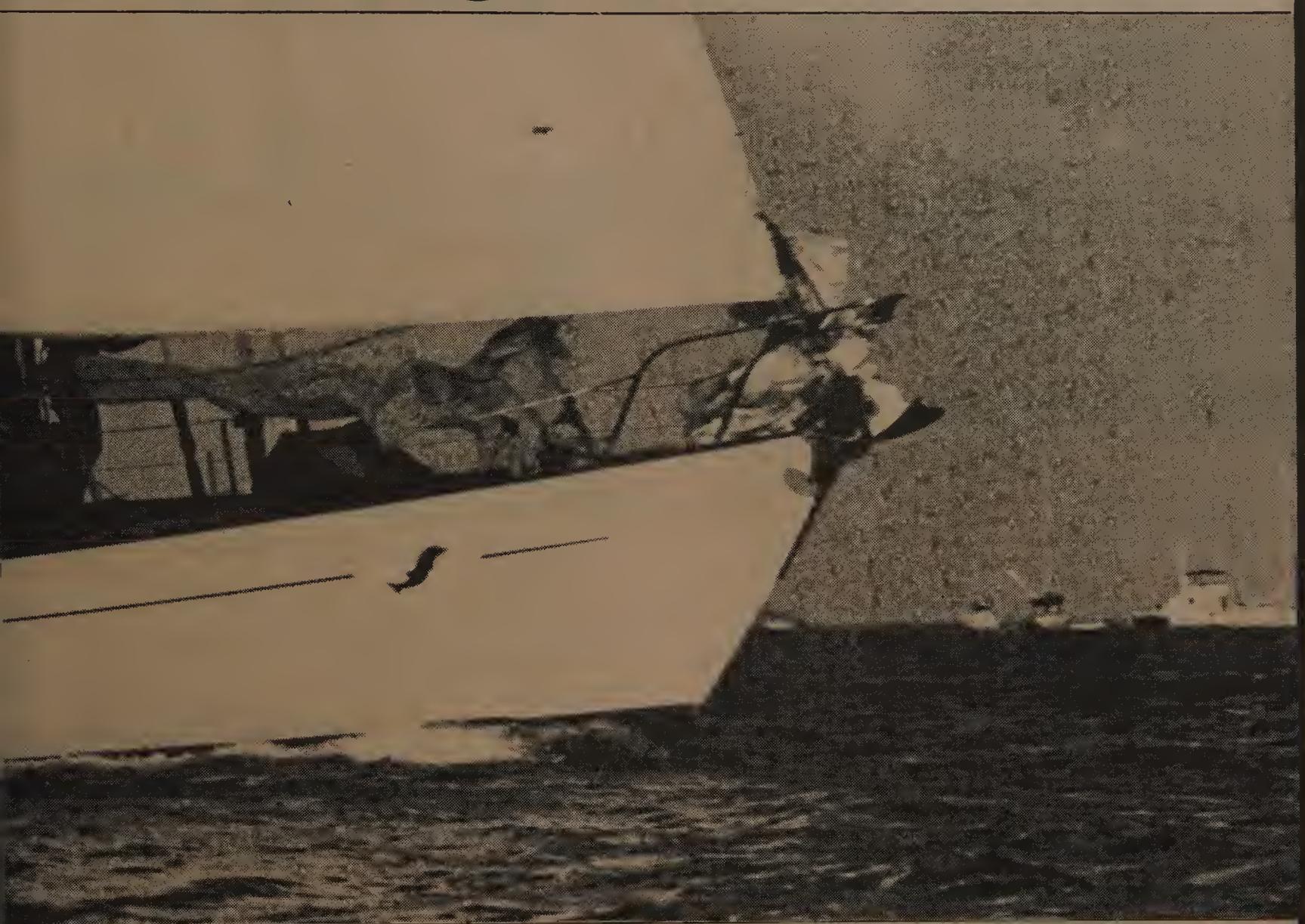
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nourishing meals a day, as well as brew your coffee in the morning and build your sundowners at dusk. It's your vacation!

Want to try snorkeling? *Big O*'s gear is brand new. How about sailboarding? Our Ocean 71 is equipped with a Windsurfer One-Design for beginners and a Mistral Maui for intermediates. The crew will be happy to rig the boards, teach you how to use them, and de-rig them at the end of the day.

Sailing's even more fun when the boat looks good and works well. In March *Big O*'s topsides, bottom and decks were painted. The main, genoa and yankee didn't come out of their bags until the Ides of March. The mid and aft cockpit cushions are new, as are the linen and towels,

dishes and pans, stove and broiler. The refrigerator-freezer is just a month old, the Perkins six-cylinder diesel not much more than that. The Yamaha 15 h.p. outboard on the Whaler is spanking new. Virtually the entire interior has been repainted and revarnished in the last five months.

And the upgrade continues. *Latitude 38* intends to offer its readers *Adventure Charters* for years to come — and at great prices.

When chartered through *Latitude 38*, *Big O* goes for \$5,000 a week for six guests. That's about \$850/person, and includes the boat, crew, three prepared meals a day, the dinghies, the snorkeling and boardsailing gear, Pusser's rum — just about the works. That's about 33 percent

less than comparable Ocean 71's — and when you add up all the extras — not much more than bareboats much smaller in size.

Airfare to the Caribbean? While we can't guarantee how long it will last, we've been getting our guests round-trip tickets from San Francisco to the United States Virgin Islands for \$407. That means for less than \$1,300 a person you can sail out of the kingdom of time. Prices are even lower for longer charters and there are single family discounts.

To keep the boat and crew fresh, we only do two charters a month, so space is limited.

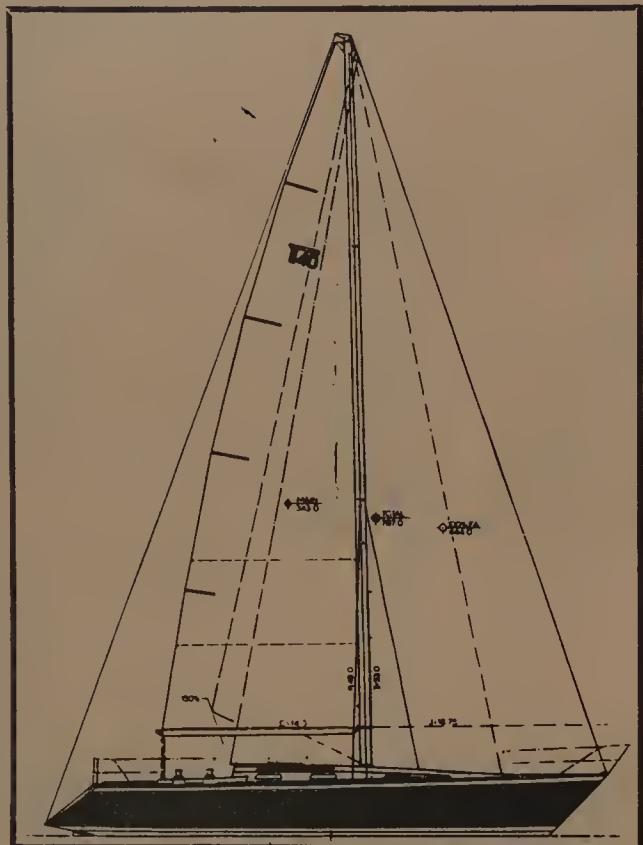
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LOOSE LIPS

This may look a little like Angel Island and the Tiburon Peninsula viewed from the east over the shoulder of an attractive sailorette. But it isn't. It's the Hong Kong area, viewed over the same shoulder.

It was sent to us by Brian Saunders, who was in the marine



This is the way sailing ought to be.

business in Northern California for years, and most recently has been cruising the South Pacific and Southeast Asia. "I'd be happy to help anybody coming this way that's in need of a berth, repairs or advice," he writes. "They can contact me at S&S Marine, Marina Cove, Ho Chung, Sai Kung N.T., Hong Kong. My 24-hour number is 3-7192741.

"I've also enclosed a photograph to give you an idea of the sailing life in the Hong Kong area." Thanks, Brian. Looks pretty good to us.

Sobering news from Santa Cruz.

On March 21 a Coast Guard Auxiliary vessel, the 26-foot *Free At Last*, set out to rescue surfers stranded by especially rough surf off of Black's Point south of Santa Cruz.

The rescuers had picked up one surfer and were heading for two others when a huge wave capsized the boat, throwing everybody into the water. Three helicopters and another rescue boat came to their aid, but one man died later in a Santa Cruz hospital. The Auxiliary volunteers take on some tough jobs and don't get much recognition for it.

Good news for a change.

If your name is Joan or Rex Allen, Steve Brigmann, Bob Cranmer Brown, B.J. Curtis, Dennis Desprois, John Dukat, Pam Dunn, Pip Elles, Margaret Fago, Mike Fitz-Gerald, Cesare Galateri, Frederique Georges, Cynthia Goddard, Neva Griggs, Sherwin Harris, Glenn Isaccson, Gail Jensen, Toni Knudsen, Ed Larson, Betsy Leth, Sandy McDonald, Mike Mueller, Austin Nagel, Richard Paulsen, Christine Peterson, Michael Smith, Charles Thrasher or Templar, we have some good news.

The good news is that we have at least one check for each of you; checks ranging in amount from \$2.15 to \$150. For whatever reason, we've misplaced or never got your correct address. If you'll drop us a self-addressed stamped envelope, we'll be happy to send along your long overdue check.

Just when they thought they had you scared.

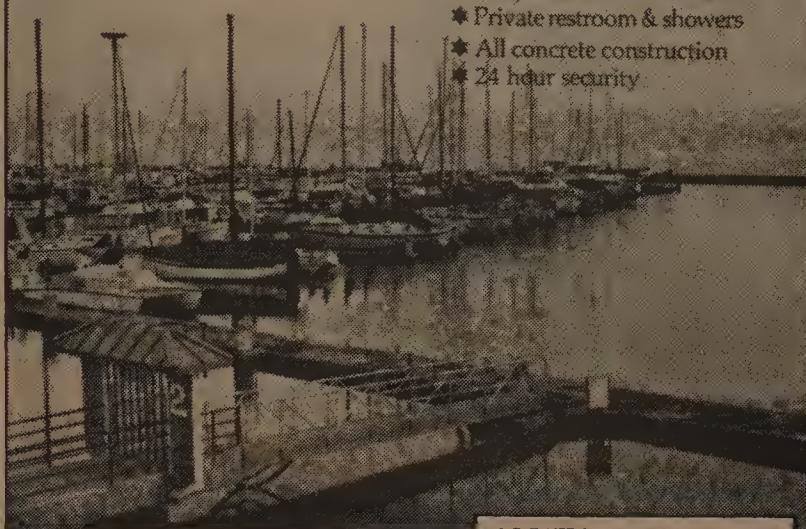
Looking for a different fish treat? Try shark jerky, the nautical equivalent of beef jerky. While blue shark is perhaps the best base, most fresh shark or fish will do.

Shark jerky is simple to make. Fillet the shark into strips about two



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LOOSE LIPS

inches wide and a half inch thick. If you've got a freezer aboard — fat chance — freeze the fillets for a day to make them easier to slice to the length you desire.

Then prepare a sauce consisting of 1/8 cup of liquid smoke, 8 drops of Tabasco sauce, a teaspoon of garlic powder and onion powder, and if you've got low blood pressure, two teaspoons of salt. Throw all this stuff and two pounds of shark fillets into a plastic bag and shake it like a Great White has you by the toes and won't let go.

Then marinate the fillets in the ice box for between eight and 16 hours. After you remove them from the fridge, sprinkle them with pepper and put in the oven at 130 degrees. But leave the oven door a little bit open. The dehydration process should take about 12 hours.

The other alternative is to purchase the latest product of Frederick Charles Herzog III, known to all surfers of the last two decades as 'Mr. Zog' for his tireless marketing of Mr. Zog's Sex Wax for surfboards. The old Zogger is now test marketing shark jerky.

Those of you who are squeamish should read no further.

We mention this in the interests of science only, but do you know there is a difference in the way people drown in saltwater as opposed to fresh water? It's true.

In freshwater drownings, the water that's been inhaled in the lungs quickly gets absorbed into the bloodstream. In the process, the critical wetting agent in the lung air sacs is swept away. This prevents the air sacs from inflating, which prevents life-saving oxygen from getting into the bloodstream.

Because of its different composition, salt water causes a much different reaction when it's inhaled. It actually draws plasma out of the bloodstream and into the lungs. The resulting build-up of fluids prevents oxygen from getting to the lungs and ultimately the bloodstream.

While people who have inhaled water — fresh or salt — can often be revived, near drownings in saltwater are often more resistant to treatment. So wear your lifejacket!

We obtained this knowledge from a terrific little book recommended to us by Peter Costello of West Marine. The book is called *The Straight Dope*, and has the "greatest hits" of a strange newspaper column by the mysterious Cecil Adams, who is said to be "the Howard Hughes of journalism".

While the book has nothing to do with sailing, it's nonetheless an ideal book to have on board for snack reading. For example, Cecil can tell you how they get striped toothpaste to come out of the tube in straight lines. He'll tell you if the rumor that the Vatican has the most complete pornography collection in the world is really true. You'll learn what happened to television's channel one and why most barns are painted red. You like myths destroyed? Read where Cecil explains that the Coriolis effect doesn't really make the water drain clockwise in the southern hemisphere and counterclockwise in the northern hemisphere. He even explains that 'sea level' is nothing more than a metaphysical concept.

The great thing is that Cecil has a most humorous and entertaining way of imparting knowledge, quite unlike your 11th grade science teacher. *The Straight Dope* by Cecil Adams, published in paperback by Ballantine. A must-have on any boat with curious readers.

An old saying worth repeating.

"A superior sailor is best defined as one who uses his superior judgement to keep out of situations requiring the use of his superior skills."

Mike Johnson brought it to our attention.

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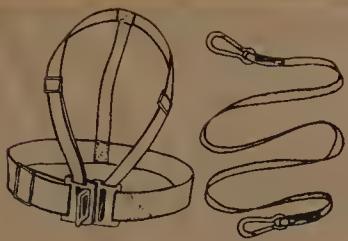
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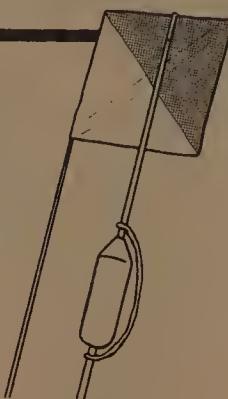
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West Marine Products

have candy bars, will travel

What do you do to get ready to sail 23,000 miles to Yugoslavia? If you're Peter Clutterbuck, you make a computerized checklist of 250 things to do — like buy more than a dozen cases of candy bars.

The candy was part of four pickup-loads of food that was being crammed



Peter, Bonnie, candy bars at right. 'Cygnus' above.

into every nook of the Swan 65 *Beija Flor* before it left Sausalito in mid-March.

There were 20 cases of canned fruit, all marked with felt-tip pens and labels removed, eight cases of Top Ramen, big Tupperware containers of spaghetti and mounds of various snack food.

"The owners want a happy, healthy crew," said Bonnie Rollyson, Peter's girlfriend, as she stuffed candy into zip-lock bags. "And this is only for the leg to Florida. It works out to something like six candy bars per person per day."

Bonnie is in charge of cooking and provisioning. She and the crew bought about \$4,000 worth of everything from paper towels to steaks at a discount store in Richmond. "It was like taking Huey, Dewey and Louie to the candy store," she said. "They kept saying here, buy some of this. We have enough muffin mix to muffin our way across the Pacific."

The boat had been owned for six years by Franz McVay of Sausalito and was recently sold to the British firm *Beija Flor* for chartering in the Mediterranean and Caribbean.

McVay bought the boat, then named *Cygnus*, in Finland and sailed it to Sausalito. He then spent three years cruising the South Pacific and ended up in Singapore. From there *Cygnus* was shipped back to the Bay Area on a freighter. McVay reportedly decided the 65-footer was too big for the Bay, put it up for sale and bought a Laser for his next boat.

Peter was hired to deliver the renamed and repainted *Beija Flor* to its new owners with his international crew. There are two Aussies, Hunter Drinan and Sally Williams, Canadian Hamish Murray and American Gary Craft. Peter is British and Bonnie is American.

"We tried to get a mix of experience, and stable personalities," Peter said. "And not boring," added Bonnie, zipping the last of the candy bars into a plastic bag.

Peter's plan was to carry enough of everything so they will have to stop only for beer and diesel, at least until they reach Florida. They are worried about picking up some stray intestinal bugs from food in Mexico and Panama. "This is a delivery, and the goal is to get there without mishaps," Peter said.

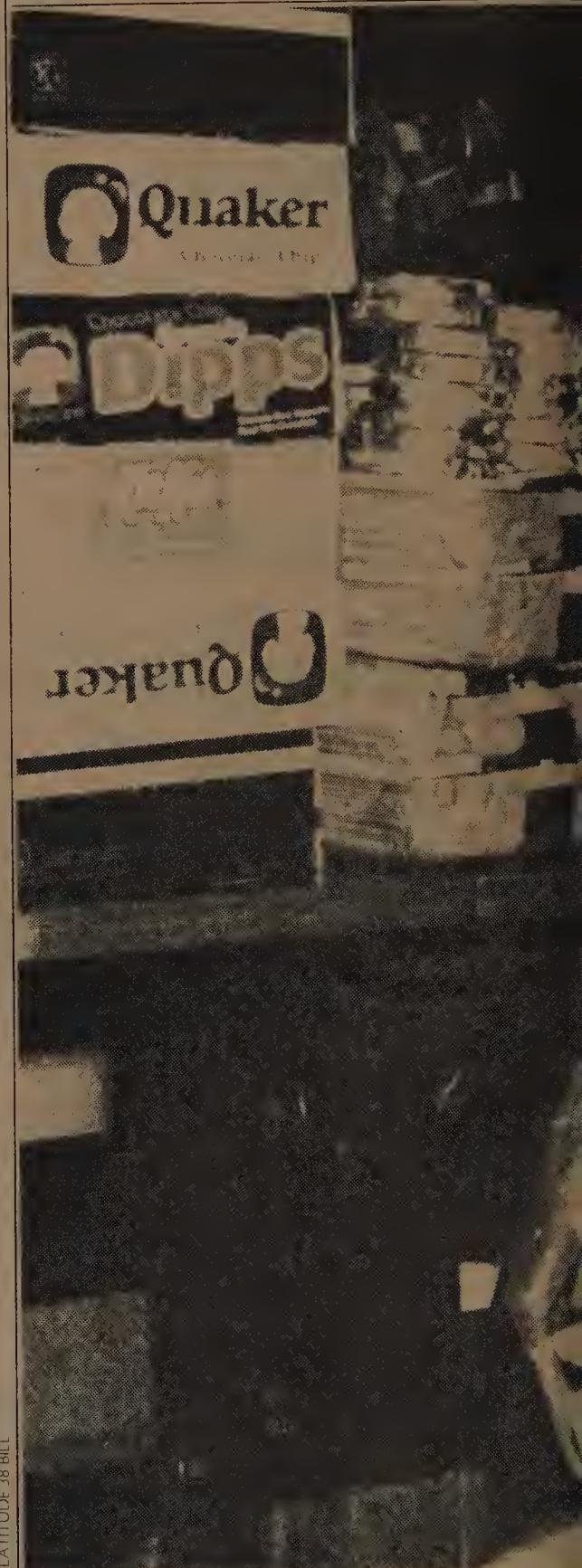
Peter checked all the boat's gear and collected so many spare parts that some were shipped ahead to England. *Beija Flor* was to carry 11 sails, with about the same number shipped ahead. Peter said he was anxious to get past the planning and paperwork and get on with the sailing.

cont'd on next sightings page

in-the-water

Nearly 100 boats ranging from 28 to 50 feet in length will be open for inspection at the San Francisco In-The-Water Boat Show April 8-12 at Mariner Square in Alameda.

Dozens of smaller boats will be displayed on shore, along with a wide variety of equipment, literature and nautical gizmos. Half-



LATITUDE 38 BILL

boat show

hour sails will be available at moderate cost.

Hours will be 11:30 a.m. to 6 p.m. on weekdays and 10 a.m. to 6 p.m. on weekends. Admission will be \$5 for adults, \$2 for children 6 to 16 and free for those under 6. For more information call 523-0940.

have candy bars — cont'd

"She really sails well," he said. "She's fast but seakindly. You can steer her with one finger on the wheel."

After finishing paperwork in San Diego, Peter plans to stop at Isla Socorro off Baja, then pass through the Panama Canal and arrive in Florida in early May. Then they'll head up the East Coast to Nova Scotia, cross the North Atlantic above the Azores High and drop anchor at the Royal Southern YC at Hamble, the same Southern England club where Peter moored a 15-foot

cont'd on next sightings page



have candy bars — cont'd

dinghy while growing up there.

"I wonder if they'll recognize me in this," Peter said of the somewhat larger boat he'll be sailing this time.

Peter and Bonnie will help charter the boat in the Mediterranean for three months before returning to California early next year.

Peter has been sailing for nearly 30 years and taught navigation through Cass' Marina. He plans to videotape the trip, especially the Canal passage, for the cruising market.

bananas — part ii

If you haven't consumed too many of the fruit in question, you'll probably remember we had a *Sightings* last month about the possible deleterious effects of excessive banana consumption on the population of the Dominican Republic.

We've since learned that Hawaiians have a strong superstition against the presence of bananas on boats. Although we don't know the history of the aversion, we do know that many Kenwood Cup entries, for example, will routinely purge their lunch boxes of yellow curse prior to races.

Just about the time our banana *Sightings* came out, a group of 12 Hawaiians, lead by Art and Libby Kamasugi, were racing the chartered Peterson 66, *Cheetah*, in MEXORC. Prior to the first triangle off Puerto Vallarta, it was all "Howzits" and pleasantries between the islanders and the sly boys on Pat Farrah's Santa Cruz 70, *Blondie*.

Unbeknownst to the Hawaiians on *Cheetah*, the mainlanders on *Blondie* had slipped a bunch of the dreaded bananas aboard *Cheetah*. And so it was that despite the almost always effective good-luck charm of naked women crew, *Cheetah* tanked the race. Initially puzzled at their performance, when the islanders discovered the bananas after the race they knew what had happened to them.

It was not surprising, then, that two days later at Careyes the *Blondie* crew awoke to find a 15-ft banana tree hanging from the masthead. Thoughtful in revenge, the Hawaiians had wrapped a plastic bag around the bottom of the tree so sap wouldn't drip all over the big sled's deck.

Some skeptics think the banana curse is a myth. But don't try telling that to Keith Randall or the crew on Bill Twist's *Bladerunner*. They won MEXORC, but to do so had to overcome the crescent-shaped obstacle. Prior to one of the races they'd picked up their box lunches, but foolishly neglected to check them for bananas. So what happened? It blew 40 knots, and beat the hell out of the boat. The boom, for instance, snapped in two. The 1.5 oz. kite was so shredded they tried to make crew shorts from the remnants. They should have known better.

The rest of MEXORC was spent with crewmembers slipping bananas into the seabags of crewmembers of competing boats.

Bananas — don't let them slip you up.

when the shit hits the bay

Beginning on March 6, as much as 350 million gallons of partially treated sewage entered the waters of San Francisco Bay from The City's malfunctioning Southeast Sewage Treatment Plant. Signs, such as the one in the accompanying photograph, were posted at Mission and Islais creeks. They warned that human contact with the water, and/or consumption of fish or shellfish from the nearby water could cause serious illness.

The acceptable level of coliform bacteria in drinking water is two organisms per one hundred milliliters. Samples taken at Mission Creek showed the coliform count as high as 24,000 organisms per one hundred milliliters — about 12,000 times the standard for drinking water. But you didn't need a 'coliformometer' to know the water was bad. What's euphemistically referred to as 'floatables' were in evidence everywhere. In fact booms such as those used to

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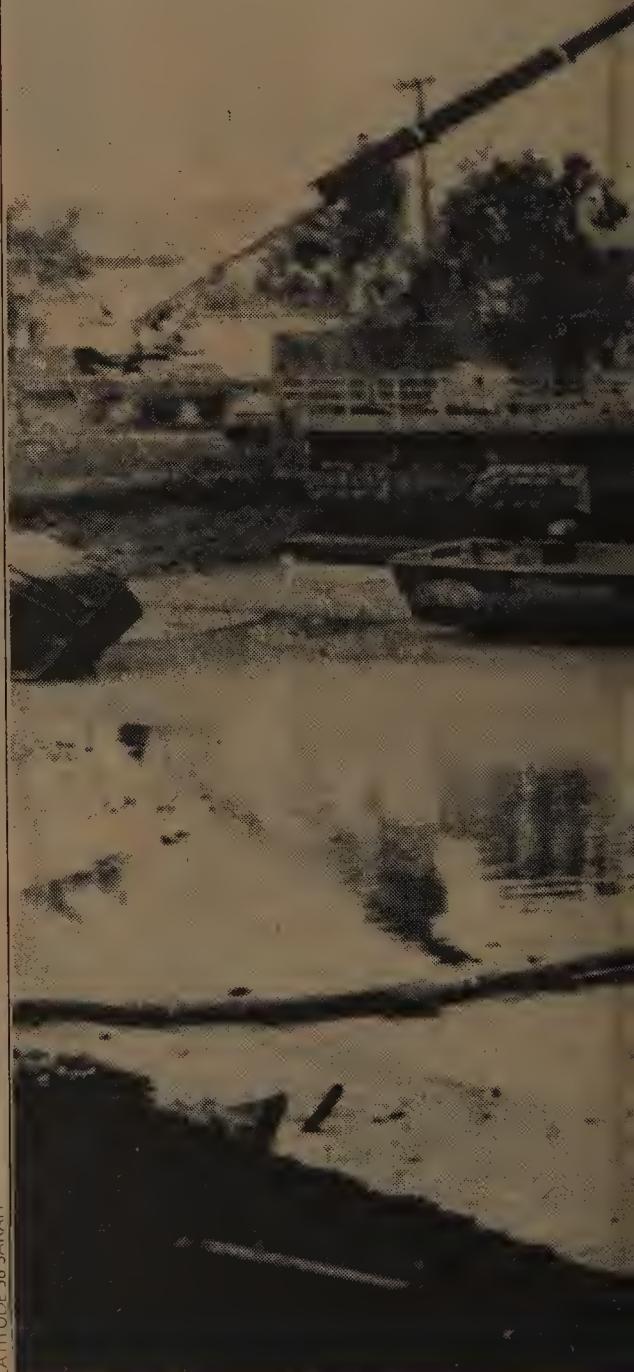
bounty hunters

Remember the old Steve McQueen TV series *Wanted, Dead or Alive*, where he played a bounty hunter? Remember the steely glint in his eye as he tracked down the bad guys? And the trick sawed-off 30-30 carbine he carried instead of a regular six-shooter?

For some reason we liked that show, although in real life bounty hunters were probably about as disreputable as the people they hunted down for the reward money.

Last month not one but two real-life offers came along for bounty-hunting on Northern California waters. No experience necessary, and please point that carbine in some other direction, pardner.

One offer came from the U.S. Coast



LATITUDE 38 SARAH

needed

Guard, which is offering cash for anyone caught vandalizing aids to navigation, such as buoys or channel markers. The fine for such vandalism is \$2,500, and the Coasties have offered to split it with "persons giving information leading to the conviction of guilty parties." Contact the Coast Guard in San Francisco at 399-3400.

The other opportunity for real-life Josh Randalls has to do with the 14 or so sea lions that were killed with shotgun blasts in the Bay Area during the first part of March. The Cliff House Restaurant, which overlooks Seal Rock, has offered a \$1,000 reward for information leading to the arrest and conviction of the seal-shooters.

shit hits the bay — cont'd

contain oil spills were utilized in an attempt to round up the escaping fecal solids.

Apparently, the massive discharge of pollutants resulted when a sewage pipe failed, allowing millions of gallons of saltwater to flow into the treatment plant. The saltwater destroyed the bacteria necessary for the natural treatment process, and the disaster was on.

Fortunately, the treatment plant is equipped with sensitive monitoring equipment to alert officials that such a disaster is occurring. Specifically, early on Friday a worker looked at the water being discharged into the Bay and noticed that it was full of shit. Responsibility for the weekend long Chernobyl-like delay in warning the public of the polluted water hazard was denied by everyone within odor range.

According to experts, the city of San Francisco has an unenviable record of irresponsibility when it comes to making sure only properly treated water flows into the Bay. For whatever reasons, the various regulatory agencies

cont'd on next sightings page





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Your Ocean Alexander dealer would be pleased to assist with any questions you have about how to order this fabulous cruiser just the way you want. Performance, roominess and unusual convenience are yours in this brilliantly conceived yacht.

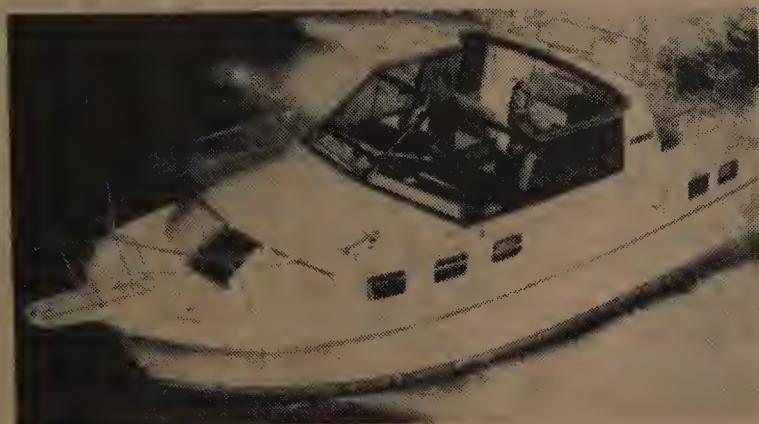
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42' Uniflite Aft Cabin SE, 1984. The luxurious interior offers what might be referred to as a seaworthy 2 stateroom/2 bath waterfront condo powered by (2) 250 HP 8 2 Detroit's w/less than 100 hrs. Boat has complete electronics and custom cabinetry. At our docks and ready for your inspection. Call Lewis Stanton



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Always an in the water Boat Show!

shit hits the bay — cont'd

seem completely ineffective in correcting the situation.

This latest sewage treatment plant disaster is said to be the worst on the Bay since 1979 when San Jose/Santa Clara treatment plant overflowed, wiping out all marine life in the immediate vicinity. The adverse effects of the most recent spill were difficult to immediately assess, but experts say it undoubtedly had a toxic effect on nearby marine life.

Strangely silent or absent from the site of the stink were the normally loquacious BCDC and Regional Water Quality Control Board honchos, who have railed so long and loud in recent years against such atrocities as boaters letting the water they use to wash vegetables drain into the Bay. Perhaps the monumental dramatization of misplaced priorities was too much for their sensibilities. Nonetheless, even the grittiest soaps can't wash the 350 million gallons of shit from their sanctimonious hands.

Spokesmen did say that everything possible was being done to make sure problems at the recently modernized treatment plant was being corrected. There's little comfort to be found in such statements, however. It's the same thing said about the metropolitan Los Angeles sewage system, which has long been acclaimed the number one polluter in the state of California.

"we'd been waiting for somethine like this"

For members of the Coast Guard Search and Rescue (SAR) team, winter means wondering when, not if, their services are going to be required.

By all accounts of winter of '86-'87 had been a quiet one. "Eerily quiet," in the words of Lt. Michael Sullivan. That all changed on February 22nd, which unfortunately was the day Tom Helms, 30, and Mark Phillips, 33, left San Francisco for Catalina on Helms' recently purchased *Sarah*.

According to information given the Coast Guard, Helms had purchased the 32-ft double-ended Atkins cutter in October of last year and had subsequently been living aboard the 23-year-old boat in San Rafael while fixing it up. For Helms, the trip to Southern California would be a trip home. Phillips, of San Rafael, joined him as crew. The boat was apparently reasonably well equipped for the trip. They had an Avon and a liferaft. A friend was going to let them borrow his EPIRB, but they left before he could drop it by.

It's the Coast Guard's understanding that both men were experienced sailors with numerous coastal trips to their credit. If that's true, you have to wonder why they left when they did. They'd tried to leave February 17, but turned back because of moderately bad weather. The weather forecast issued for February 22, however, was much worse, calling for gale force winds north of Point Reyes and small craft warnings south of Point Reyes. Anyone with Northern California sailing experience knows this means huge seas.

Even more perplexing in the face of such weather reports was Helms' plan to sail 100 miles offshore. Reportedly, he'd made a similar trip south before and gotten clobbered by sailing close to Point Conception. He figured that he'd avoid a repeat of that experience by sailing well off the coast until south of that infamous corner.

(A member of the Coast Guard told *Latitude 38* that he personally didn't think much of such strategy, suggesting that gale force winds make coastal seas rough, but not nearly as rough as are those likely to be found 100 miles offshore).

After the 22nd, the weather did not improve. There were gale force winds along the coast on the 23rd, the 24th and the 25th. Then the wind shifted and blew hard from the south for several days. The Coast Guard's Sullivan describes it as "the worst weather we've had all winter".

On Saturday, February 28, Phillips' brother, a former member of the Coast Guard, reported that he was slightly concerned. *Sarah* was now two days overdue on a trip expected to take four days. The following day, Sunday, Phillips' brother called to report that he was now seriously concerned. His brother had important business meetings that day, and would have called if he knew he wasn't going to be able to make them.

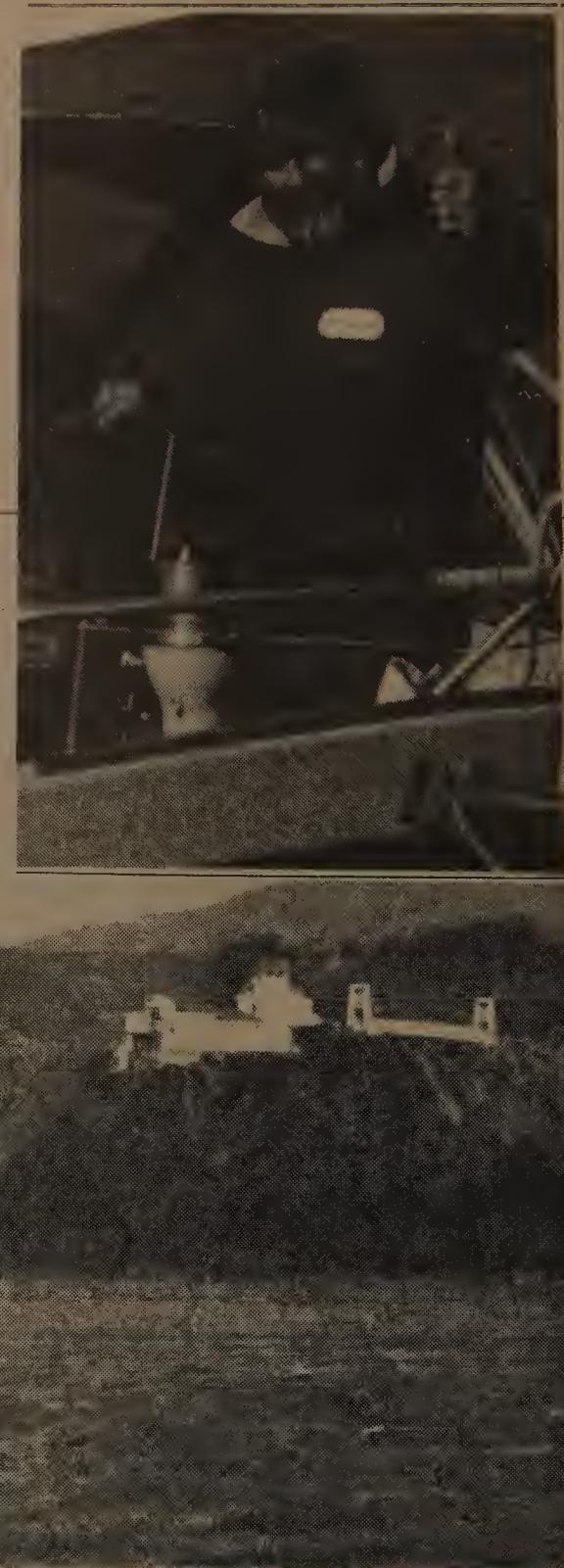
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from one big blue

If you were the fellow sailing past Point Bonita in the accompanying photograph, you'd be smiling, too. The gentleman is Al MacDiarmid, and he's happy because it's the first day of the rest of his life.

And the rest of his life is going to be different, because just the day before he retired after a long career with IBM in San Jose.

"I had my last working day on 26 February," he writes. "The 27th I sailed off the pier, taking the power cord with me." Al spent a few days on an ocean shakedown



LATITUDE 38/RICHARD

to another

cruise, then headed up to the Delta to spend a warm summer relaxing. "I sailed only when things were favorable, anchoring in San Pablo Bay, Middle Slough, Mandeville Tip and on to the Stockton Sailing Club in time for happy hour."

He says he'll return to Sausalito for *Latitude 38*'s Mexico Cruising Kick-Off Party in the fall, then head south of the border. "I plan to sail out the gate and turn left after the cruising kickoff party. After that the total plan is to be in Cabo for Thanksgiving and Z-town for Christmas. What the hell, I'm retired."

Al, however, is not one of those people who have slaved all their lives to buy a cruising boat and then gone at it cold turkey. No, Al took a lengthy leave of absence about six years ago to go to the east coast and pick up *Broadreacher*, one of the first cat ketch *Freedom 28*'s ever built. He sailed the boat down the east coast, across the Caribbean, through the Canal, and up to San Francisco.

Then in 1983-84, Al took *Broadreacher* on a cruise to Mexico and Sea of Cortez Race Week. He was a big hit singing acapella at talent night. We expect to hear him there again in 1988.

Happy retirement, Al!

we've been waiting — cont'd

Given the horrible weather of the previous week, the Coast Guard wasted no time instituting an intensive search. That evening they had an aircraft in the air for 5.5 hours looking for flares along the coast and 50 miles out. But since the *Sarah* hadn't been heard from since she left San Francisco, they had no way to pinpoint their search. She could have hit trouble at the Lightbucket or she could have been blown 150 miles past Catalina.

When the Coast Guard learned of Helms' plan to sail 100 miles off the coast, the search area had to be greatly expanded. On Monday the search was joined by the Navy and Air Force vessels and aircraft. Twelve hundred dollar an hour aircraft put in 18 hours on Monday, 12 on Tuesday, and 18 more on Wednesday. Having covering 150,000 square miles of ocean, the active search was suspended on March 5.

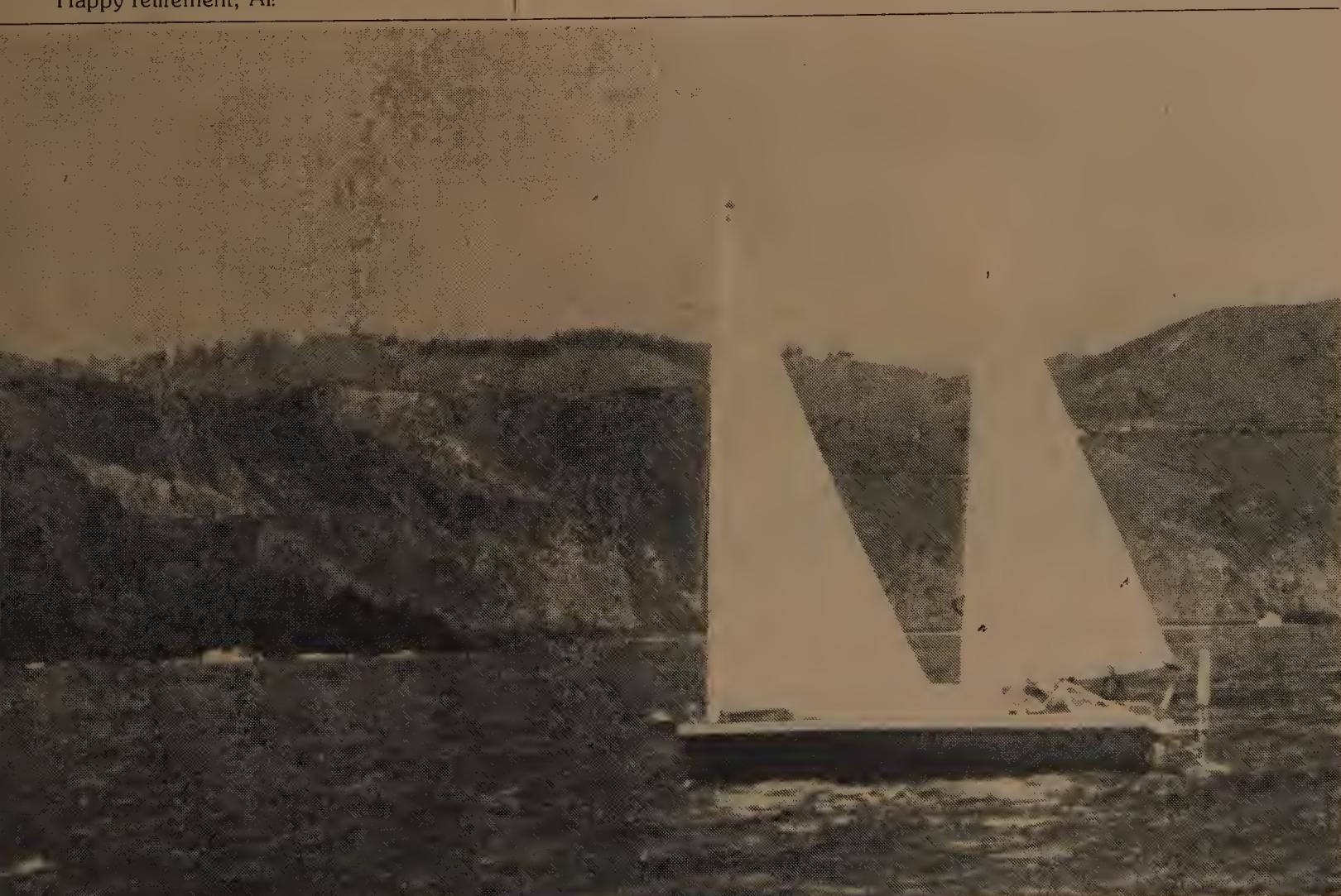
The *Sarah* and her crew are presumed lost at sea.

Folks, no matter how good a sailor you are, don't ever underestimate winter weather off the coast of Northern California. Naturally, it can be dangerous off the coast anytime, but the Coast Guard says the months between September — when the 'sneakers' come — and April are especially dangerous. Given the history of deaths offshore during these months, you have to wonder why the various organizations don't delay the running of the shorthanded spring races to the Farallones and the Lightbucket. We've lost enough sailors — competitors and others — offshore during these months not to have the events scheduled at a statistically less perilous time of year.

a satisfying schooner sight

If you're at all like us, you're discouraged at what seems to be the ridiculous waste practiced in this country. About 40 percent of the food we're served

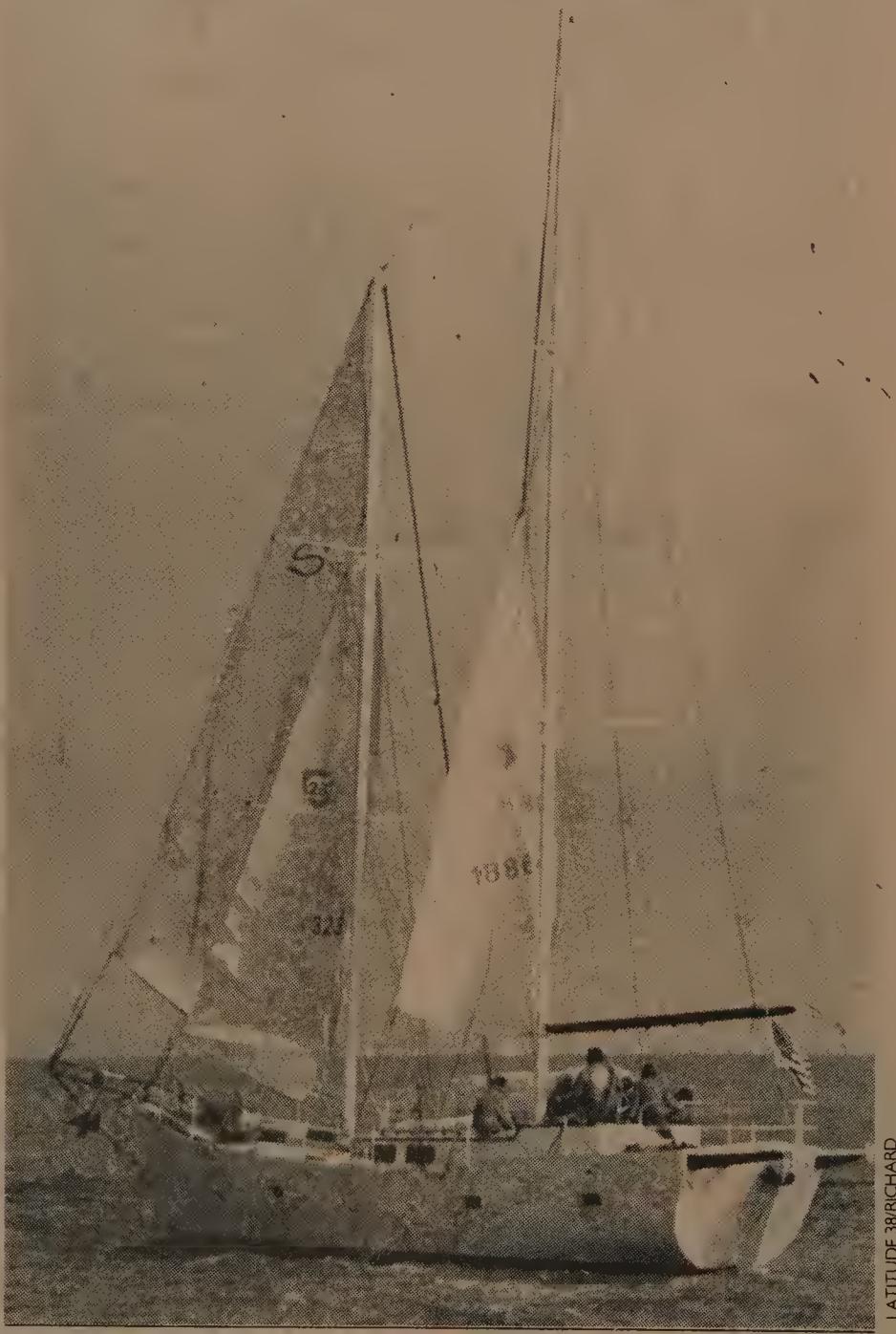
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satisfying schooner — cont'd

gets thrown away. We've got disposal everythings. And when you buy a Quarter Pounder, it comes with what seems like two pounds of throw-away packaging. Either we've got a defective intuition, or something is a little haywire.

It was with this vague concern for useless waste roaming around in the hinterlands of our mind that we saw the ferro schooner in the accompanying



Use the sails you've got.

LATITUDE 38/RICHARD

photograph sail under the Gate. The schooner brought a smile to our face, and if you look closely, you can see why.

Notice the 'yankee'. From all appearances it started life as a mainsail for a Santana 37. And the staysail? We bet it was the former mainsail of a Columbia 28. The third has no insignia at all, but we're confident it wasn't custom made by an international loft for the purpose it's now serving.

Don't get us wrong, we think the latest mylar/kelvar/Spectra 900 sails worked into all kinds of strange stress patterns are among the finer accomplishments of modern art. But to our way of thinking, the reclaimed sails on this humble schooner have an attraction all their own.

a look at

Is there a better time than the present to buy a boat to liveaboard? We doubt it. Here's why.

Boat prices — especially used boat prices — are just about at an all time low. Consider, for example, the original Bruce King-designed Ericson 35. These are fine sailing boats, having won Puerto Vallarta and Catalina races, as well as having been raced in the Singlehanded TransPac and cruised to Mexico. And, as a number of Northern California sailors can tell you, they make comfortable liveabards. So how much does one cost? We've known some to have sold for under \$35,000.

In addition to low boat prices, nowadays we've got nearly rock bottom boat loan rates. Outfits advertising in these very pages are quoting adjustable rates of less than 9% and fixed rates of 9.5%.

Say you made an offer of \$33,000 on the hypothetical Ericson 35 and it was accepted. With tax, the total comes to \$35,000. Relatively conservative, you put down 25%, or \$8,750, and opt for a 15 year loan at a fixed rate of 9.5% for the \$26,250 balance. Your monthly payments on the boat are going to be about \$10.50 a thousand, or \$275 a month. Figure insurance at about 1% of the value, or \$30 a month.

Making the picture even prettier is the excess number of berths available in San Francisco Bay. You can find a home for your boat in Sausalito, San Francisco, the East Bay — just about everywhere you look. Monthly rates for a 35-footer go for under \$150 in all but the very best locations.

(News insert. After writing this entire item, we got a call from an accountant, a woman, in San Francisco, who happened to mentioned that she just bought a boat and will soon be living on it in a San Francisco marina. Total cost for her very satisfactory 1970, 34-ft fiberglass boat and berth? \$350 a month.)

So it's perfectly conceivable that you can get the works — boat, berth and insurance for less than \$500 a month. Compare that to your current rent. And tax benefits.

If you recall, those wild and beholden folks in Washington, D.C. passed something last year they labelled "tax reform". A misnomer to be sure, one of the many odd consequences of it is that boats with berths,

stuck

During the minus tide in late February a ketch in the 40-foot range ran aground east of Yerba Buena Island just north of the Bay Bridge. According to some Navy sources the unidentified boat just sat there in the mud for about 40 minutes until the rising tide lifted it off.

living aboard

gaileys and heads can qualify as second homes, and thus the interest on mortgage payments is deductible. Since you pay almost all interest in the beginning, it can be a considerable deduction in a time when most deductions were taken away.

It's true, there are some guys far from the ocean — we're thinking specifically of Sen. John Danforth (no relation to the anchor) of Missouri — who think "wealthy yacht owners" don't deserve the deduction. He would like to see it preserved only for the impoverished owners of beach homes, Aspen condos, palaces in Tahoe and Palm Springs, and \$75,000 motorhomes. Be that as it may, currently the deduction for 'second home boats' is legal.

But what about the legality of living aboard; didn't the BCDC pass severe limitations and restrictions on liveaboards? They did, but we suggest everyone relax. For one thing, the BCDC's ability to police is based on their power of extortion over marina operators. As the Russkis have found in Afghanistan, a lot of people just won't capitulate. The truth is that dedicated sailors have been living aboard boats in winking violation of marina policy and in outright violation of law for as long as they've been violating the speed limit. And it isn't going to fundamentally change.

We're not saying you can liveaboard everywhere, but with so many vacant berths in Northern California, we're saying the savvy sailor will have no trouble finding a perfectly acceptable liveaboard home. Just be cool about it.

Do you enjoy a little irony at the close of your *Sightings*? Then we'll give it to you. Perhaps the one government official most responsible for the seemingly endless efforts to restrict or eliminate liveaboards has been Al Aramburu, who in addition to being a BCDC Commissioner is a Marin County Supervisor. Aramburu's "soon to be ex-wife" (in the words of his administrative assistant) is now living aboard a sailboat in Southern California.

That's even more ironic than the fact that you can now have your residence and sail it, too, for about the price of an earth bound rental residence. *Latitude 38* says "Check it out!"

in the mud

We've heard other reports of shoaling at that spot. The Coast Guard is looking into it and there may be a mention of it in the Local Notice to Mariners. Until we know more for sure, it might be wise to give that point a little extra room, especially at low tide.

'members only' explained

Why do all yacht clubs post "Members Only" signs at their doors? The reason is that it's a requirement of the type of liquor licenses they hold. Yacht clubs generally have "club licenses" issued by the state, rather than



Sign is required by State law.

the commercial licenses that bars and restaurants have. In Berkeley a club license costs about \$500. Commercial licenses are originally issued by the state for \$6,000, but then they change hands on the open market and, depending on location, can cost \$40,000.

The club licenses allow yacht clubs to serve drinks to their members without going into hock for the commercial licenses. But as a way of assuring that yacht clubs don't go into competition with regular bars and restaurants, the club license requires that only club members and their guests be admitted.

Of course, the sign may have other intentions, depending on the club, but it's the liquor license that requires the "members-only" restriction.

la bamba. la banba. something like that

During the last six months, we've made a number of trips to the Caribbean to prepare *Big O* for our *Latitude 38 Adventure Charters*. In the course of these trips, one of the things we've come to enjoy the most about the region is the variety of languages spoken.

It's not because we're one of those people who pick up languages like lint. No way. In our less than illustrious high school and university career we floundered through Spanish, German, French and English, becoming proficient in none. Probably because it was cool to be weird in the 60's, we got our best grades in Russian.

As a result of our Caribbean trips we've come to see how insulated most of us Americans are — linguistically and otherwise. We speak English and expect others to do the same. This isn't so in the Caribbean, where you hear a little bit of everything, and there's nothing unusual about people being fluent in two or three languages.

When you pull up to a dock for water, for example, there's no telling what language the harbormaster is going to give you directions in. The fortunate captain is capable of responding in any number of languages.

It gives us mixed feelings to hear these multi-linguals. There's some delight because we're able to comprehend selected phrases and sentences. But

cont'd on next sightings page

la bamba, la banba – cont'd

there's also anger that we didn't apply ourselves more when we were young and languages came easier.

In any event, it's fun to sit around and quiz folks about the meanings of different foreign words, expressions and sentences. In was in the pursuit of this fun that we asked our *compadre* Antonio if he had ever heard Richie Valens 1959 rock 'n roll classic *La Bamba*.

"*La Bamba* rock'n rock?!? Madre de Dios!" he shouted before breaking into peals of multi-lingual laughter.

Another shipmate explained that the big hit by Richie Valens, the American/Indian/Mexican who died in the same 1959 plane crash with Buddy Holly and the Big Bopper, was really a "rocked up version" of a wedding *huapango* that had originated in Vera Cruz, Mexico and been popularized during the last great war by jerocho bands".

"In Vera Cruz?" Antonio asked sarcastically before breaking into more multi-lingual laughter.

After taking a little time to regain his composure, Antonio explained that it's not *La Bamba*, but *La Banba*. And furthermore, that it's not rock 'n roll or jerocho, but a traditional Spanish love song "as old as my grandmother". When he said that it had a nautical theme, we made him cough up the following translation:

Para bailar la banba
In order to do the 'dance of life'

Se necesita un poquito de gracia
You must have a little 'special spirit'

Y otra cosita
Another little thing

Hay arriba! arriba!
I'm excited, I'm excited!

Yo no soy marinero
I am not a sailor

Por ti sere
But for you I will be

Por ti sere
But for you I will be

Para subir al cielo
In order to get to heaven

Se necesita una escalera muy grande
You must have a very long ladder

Y otra cosita
Another little thing

Hay arriba! arriba!
I'm excited, I'm excited!

Yo no soy marinero
I am not a sailor

Soy capitan, soy capitan
I am a captain, I am a captain.

To fully appreciate the song, you have to understand that in Spain, where suitors sang this song to Antonio's grandmother, a *marinero* was considered a good catch, for not only did they make pretty good money but they were also away from home a lot. But the guy singing a song, realizing that being a *marinero* is beneath the fabulous woman he is courting, in the end proclaims that he has become a *capitan*. A *capitan* makes even more money and

help for women

Are you a woman, have access to a boat, can sail it reasonably well, but have trouble getting it in or out of its berth? Or do you want to race but feel timid because of your lack of racing experience?

If so, WRA can help you. Members with many years of sailing experience have volunteered to help those who need confidence and a little help. These "reference skippers" will help you maneuver in and out



skippers

of a tricky berth or explain the complexities of a race course — in a relaxed and non-threatening way.

If this sounds like what you need, you can call any of these WRA reference skippers: Viola Buckner, 521-4880; Sue Gombasy, 842-8998; Sandi Harris, 495-4820; Joyce Pucci, 588-4351; Suzanne Sylvester, 444-4093; or Vickie Sodaro, 332-4104.

la bamba, la banba — cont'd

never, ever does hard manual labor like a *marinero*.

Like all foreign works, some of the impact of the song is lost because there is no literal translation of certain words and phrases. *La banba*, for example, is sort of a mix between the dance of life, the happy life, the special life — none of which convey the real meaning. And *gracia* is only something like "a special spirit", a "unique gusto" or a "special feeling".

Some of you — mostly retired English teachers — out there in readerland may be offended by, for example, the lack of continuity in the lyrics. But

cont'd on next sightings page



SIGHTINGS

la bamba, la banba – cont'd

before you get too critical, compare it to what probably is the most famous seafaring song in history, *Louie Louie*, the original lyrics to which appear below:

*Louie Louie, me gotta go.
Louie Louie, me gotta go.
A fine little girl, she wait for me.
Me catch the ship across the sea.
I sailed the ship all alone.
I never think I'll make it home.
Louie Louie, me gotta go.
Three nights and days we sailed the sea,
Me think of girl constantly.
On the ship, I dream she there.
I smell the rose in her hair.
Louie Louie, me gotta go.
Me see Jamaican moon above.
It won't be long me see me love.
Me take her in my arms and then,
I tell her I never leave her again.
Louie Louie, me gotta go.*

Written by Richard Berry and copyrighted by Limax Music Inc., this song supposedly tells the story of a singlehanded sailor explaining his love life to a bartender.

the war between san francisco and marin

The skirmish between Iran and Iraq is beginning to pale by comparison to the ongoing tiff between San Francisco and Marin over a Golden Gate Bridge celebration on May 24.

Most Marin residents are against the closing of the bridge for the 50th anniversary, claiming that it would result in regional gridlock, disrupt lives and commerce, and make it impossible for emergency vehicles to render assistance. Herb Caen, Charlotte Mailliard, Marin's traitorous Bill Graham, and most San Franciscans counter that Marin residents are a bunch of party-pooping snobs and that the historic bridge-opening must be re-enacted.

Our dear mother, the former Dorothy Matz of San Francisco and the East Bay, is an opening day bridge walking veteran of San Francisco Bay's three great spans: the Bay Bridge, the Golden Gate and the Richmond/John McCarthy. (Contrary to widespread belief, the latter of these bridges was not named after the *Latitude 38* ad salesman of the same name). Our mother's opinion of the bridge closure: "Sounds good to me!" So obviously a bridge walk is on.

The only remaining question is what form the walk will take. Apparently a mid-day closure of the roadbed has been eliminated from consideration. There's recently been a proposal of a dawn closure. And there have been many threats of a mid-day guerrilla takeover of the roadway.

Whether the bridge is closed or not, the occasion is going to attract zillions of crowd lovers, both on the bridge and aboard boats on the water below. What does it mean to you, the sailor thinking about cruising under the Golden Gate on May 24th?

First off, it means you may not even be able to reach your boat in order to get near the bridge. If you keep your boat in Sausalito, Tiburon, Belvedere or the San Francisco Marina, chances are you'll have to arrive very early in the morning — the week before — if you have any hope of getting to your boat at all. These areas are congested on the best of Memorial Day Weekends, to say nothing of an historic occasion when another million or so might want to drop by for the fun.

If you are able to reach your boat, expect the waters of San Francisco Bay

cont'd on next sightings page

mexico's loneliest

A cold winter northerly washes over the anchored yachts in La Paz bay. Wearing a battered floppy-brimmed cruising hat and barefooted, a Mexican eases his *panga* alongside a Westsail and hefts block ice,



Hector.

beer, propane tanks and clean laundry aboard.

Hardly a remarkable scenario until you consider its rarity. La Paz is the only city in Mexico where cruisers can be provisioned by a ship's chandlery of sorts: Hector of Escudero's Yacht Service. Unless a similar business has popped up recently, that's a whole lot of coastline and jerry jugs.

After wandering the Sea of Cortez and Mexican mainland, many boaters feel that the varnish of a cruising lifestyle beginning to wear thin when it's time to replenish. Strangely, good provisioning cities such as La Paz add to the difficulties because obtaining goods and services can be a long walk or an expensive taxi ride. The luxury of deliveries makes one feel one has finally "arrived". When adding the taxi fare, many cruisers feel the delivery cost to be right on — but more of that later.

Hector, 38, is not only a member of Mexico's smallest profession, but like so many of his cruising clients, he's a fellow dropout. You see, it's actually Profesor Escudero. Hector is a psychologist, educated at Universidad Autonoma in Mexico City. For the past 18 years, he's taught psychology in Mexico City and La Paz universities. He said that because of difficulties in his personal life, now resolved, it became time to reevaluate.

"I have always loved the ocean and dreamed of boats," said Hector, who speaks English better than most gringos speak Spanish. When cruiser Fred Turrentine, a distant relative, suggested yacht services in La Paz, Hector permanently retired his briefcase, kicked off his shoes, bought a used *panga* and changed careers. That was two years ago. Now Hector says he's much hap-

profession

pier among the varied boats and he's able to meet different people from around the world. "Everybody has something to teach, to show," said the *profesor*.

Hector retains what he calls "scientific language" from former university days and applies it to yacht services. For example, orders taken for ice or whatever on VHF radio are carefully repeated for accuracy and a delivery time is usually set. This in startling contrast to the often overly casual business techniques cruisers are accustomed to in Mexico. Hector bristles politely when it's suggested he uses "American" business methods. "I understand I give you the impression I do business more like an American," he said, "than like Mexican. But I'm just applying my university training and it coincides with your technological way of life."

He explains that "communication must be established so we understand each other." Hector said that at the university or working in a laboratory, a "systematic reply" is made to prove something. This is the "scientific language", he said.

As a Mexican, Hector of course also does



Hector makes delivery.

business in what he calls "the Mexican way", which often means trade or barter. When Hector watched over our boat for several months, he asked only that we "bring him a gift" for the service. I was prepared to pay

cont'd center of next sightings page

the war between — cont'd

to be packed with everything from ferries to kayaks. In the immediate vicinity of the Gate itself, the waters will be terribly crowded.

If you attended the Bay Bridge festivities and were grossed out, you'll want to skip this festival. First off, there'll be many more boats, and secondly the weather is sure to be less benign. Even if visibility is unlimited with light winds, there will be collisions. If there's strong winds, thick fog, and swirling currents — as was the case on the same day last year — there's always the possibility of general mayhem.

As unpleasant as boat bumpings can be, they are rarely the end of the world. In reality, the greatest danger to mariners is likely to come from the unexpected direction — overhead.

Road closure or not, there'll be about six zillion people on the bridge, with about 10,000 leaning over the edge at any given moment. It's safe to say that about 8,000 hands will be holding cameras over the side to take pictures, and that a couple of dozen of these will be dropped.

Latitude 38's science editor advises that the average Nikon camera with zoom lens weighs about two pounds. If dropped from 250 feet, it would achieve a speed of about 126/ft/sec if there were no air resistance. But figuring .15 sq.ft. of drag area and a drag coefficient of 1.2, the tumbling camera and lens probably won't get much over 88.1 ft/sec (52.2 knots) by the time it reaches the water — or the wall-to-wall boats below.

That's not quite terminal velocity for the falling camera, but it would be for you or your guests if it landed on someone's head. Our science expert figures that such a falling object would not, however, plunge through the deck of most well-built sailboats.

Of course cameras aren't the only things likely to come tumbling — by accident or intent — from the sky. Thus motorcycle helmets as well as life-jackets and extra fenders are recommended for all those intending to venture out under the Gate on the historic occasion.

If it sounds like we're against the celebration, it's not true at all. We just don't want any mariners to be surprised by what's more than likely to happen. If you're the type that would like a more relaxing way to enjoy the celebration from onboard your boat, we suggest you do it sailing up San Pablo Bay with a portable television in your cockpit. For there are some kicks — especially these days — that are better enjoyed vicariously.

the lash barges that broke the camel's back

Since the early 1980's, one of Marin County Supervisor Al Aramburu's pet projects has been the 'cleaning up' of Richardson Bay. This area of water bounded by Sausalito, Mill Valley, Belvedere and Tiburon, you may remember, is home to many anchored out floating objects. Some are spiffy yachts, some are derelicts. Some are inhabited, many aren't.

A year ago the various cities created the Richardson Bay Regional Agency to formulate laws to either eliminate or severely restrict anchoring out and living aboard on the waters of Richardson Bay. The only thing that has prevented the enforcement of the regulations is the permission of the Coast Guard.

The RBRA doesn't think they need the Coastie's permission to implement their Anchoring and Mooring Ordinance, but they aren't sure. In order to avoid the possibility of future lawsuits, they've refrained from implementing their ordinance until the Coast Guard gives the okay. The problem is that the Coast Guard, like all good bureaucracies, has been giving the RBRA the all-time runaround. Thus the ordinance is still not in effect.

Things were relatively quiet on the Richardson Bay front until the some of winter's southerly storms. It must have been about November or December that a decrepit motor vessel named *Marie* if we remember correctly — washed up on the Tiburon shore not 50 feet from the Tiburon jogging/bike path. As bike/jogging paths go, this one gets heavy use, from before dawn to well after dusk. To the many users of the path — to say nothing of local

cont'd on next sightings page

the lash barges — cont'd

residents — a washed up boat is a curiosity that gets old after just one viewing.

The city of Tiburon wanted the hulk removed, but found that it would cost them \$2,000. Why they didn't buy two gallons of diesel and convert it to smoke and ashes defies our understanding. But after several months of anger



Lash barges high and dry in Tiburon.

and frustration, the little town of Tiburon was visited by a miracle. One day during high tide an angel with a boat came by and towed the eyesore away.

Everybody lived happily ever after — at least until a blow in late February. It was then that a southerly storm pushed two 60-ft ferro cement lash barges and a large inflated liferaft onto the mudflats about 250 yards offshore of the previously mentioned Tiburon jogging path. Whereas the *Marie* had once been a pretty boat, these huge lash barges were slab-sided cement ugly. The only reason there wasn't an immediate uproar is that they were farther offshore.

Then pushed by another southerly several weeks later, the two barges and liferaft washed way up into the corner of Richardson Bay, just as you see in the accompanying photograph. Unfortunately, it's right by the parking lot where everybody gathers to bike, jog, stroll and picnic.

Supervisor Aramburu proclaimed the barges high on the mudflats "an abomination". And while we frequently disagree with the supervisor, he's absolutely right on this one. Furthermore, they are a genuine health hazard. We use the Tiburon path many times each week, and have seen fascinated children — despite police warnings — take to climbing all over the jagged edged-hulks.

According to the *Marin Independent Journal*, the barges are owned by Lynden Osburn of San Rafael, who reportedly told county officials he'd have them towed away on a high tide before the end of March. We'll believe that miracle when we see it; these heavy, flat-bottom barges are going to be tougher to pull off than a heist at Fort Knox.

The irony — and this is what angers members of the Richardson Bay Regional Agency — is that it may well be legal for the two lash-barges to remain in their current unsightly position. As far as the Coast Guard is concerned, virtually all of Richardson Bay is a legal anchorage, and as the barges now lay they are not a navigational hazard nor do they pose a danger to other vessels.

The other possibility is that the barges might be ruled to be on land rather than the water. Then the city of Tiburon could go after the owner for land use violations.

In any event, Supervisor Aramburu has taken this golden opportunity to

loneliest

the going rate for boat sitting from gringos, which runs anywhere from \$25 to \$75 a month.

According to Hector, "Mexicans generally prefer to barter and trade, and Americans generally prefer to use money" in exchange for goods and services. He explains that "when you trade there is more personal contact with the people. It's more friendly; more special." Money is impersonal, he said. "If we just deal with money, there's nothing special exchanged."

Whether Hector uses money or barter



LATITUDE 38/RICHARD

profession — cont'd

"depends on the person," but most of his customers prefer to deal in money.

By provisioning yachts, Hector probably makes "as much or more money than in psychology," said Fred. With the peso's decline over past years followed by inflation, middle class professionals such as Hector found the good life — won after years of study, hard work and luck — slipping away. Hector also said he prefers the shorter working hours of his new business.

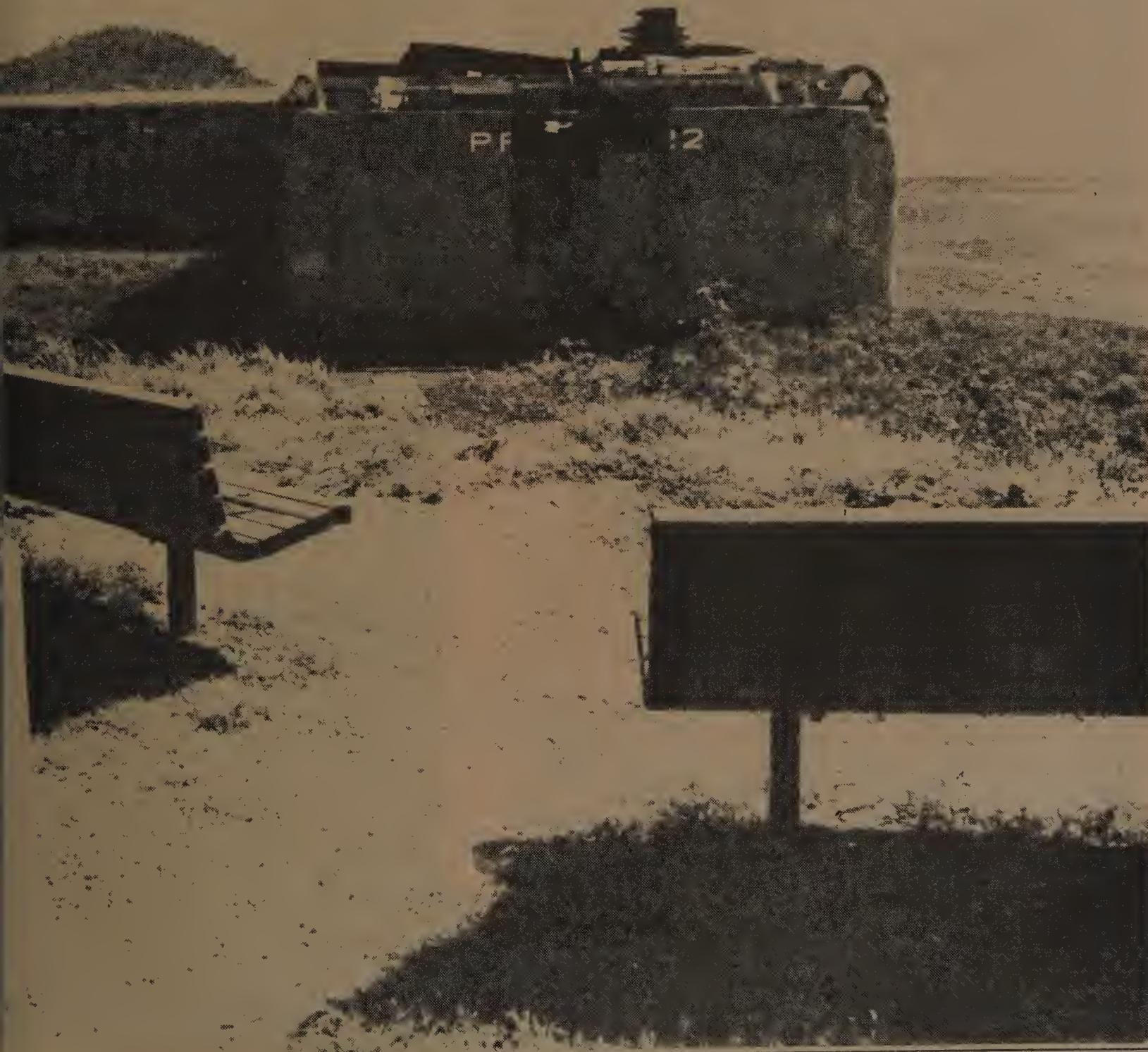
Another similarity between Hector and his
cont'd center of next sightings page

the lash barges — cont'd

try to convince everyone that this demonstrates how badly the RBRA's proposed Anchoring and Mooring Ordinance is needed. Aramburu hopes to have the ordinance approved at a meeting on May 14.

We at *Latitude 38* have long recognized the need for some organization and control in Richardson Bay. The lee shores of our waters shouldn't be the receptacles for the poorly secured floatables of others. Our fear is, however, that such extreme instances as the barges washing ashore will compel a hysterical RBRA to adopt regulations that are unnecessarily restrictive to responsible mariners and individuals.

Let's hope the RBRA has sufficient wisdom to limit ordinances to the genuine problems of Richardson Bay, and not use it as an opportunity to impose the panel's socio-political values on the lives of responsible citizens with divergent views.



SIGHTINGS

the lash barge – richardson bay update

The high tides of March 20 came and went, but the two unsightly lash barges remained hard aground on the Tiburon shore of Richardson Bay. The barges may yet be removed, but the public relations damage has already been done.

The Coast Guard, which had been taking forever to decide on whether or not to give control of Richardson Bay to the Richardson Bay Regional Agency, has now given in. Just prior to March 20, the RBRA received a letter from William Dickerson, Chief of Marine Safety for the 12th District, which said, the "proposed ordinance does not conflict with any federal statutes or regulations administered by the Coast Guard".

cup series may still come to bay

The race is over, the fat lady has sung, San Diego has won the America's Cup, and San Francisco is left out in the cold. Or is it?

Current thinking has the next cup race held in San Diego, simply because that city's syndicate won it back from the Aussies, or maybe in Hawaii, because winning *Stars and Stripes* skipper Dennis Conner practiced there for two and a half years before the showdown Down Under.

But Bob Keefe, chairman of the Golden Gate Challenge, makes some convincing arguments that the race should be held instead in San Francisco Bay. Keefe says the idea's not as far-fetched as some people think. He figures if the San Diego syndicate decides to hold it somewhere else, San Francisco Bay has a 50-50 chance of getting it. "We've got a reasonable shot at this," he said.

That's probably a better chance than Tom Blackaller and his USA boys were given of bringing the race here by winning on the water, and they came a lot closer than most people expected. Keefe says the next America's Cup may end up on the Bay because:

The Bay's wind is strong and reliable; San Diego's wind is weak and fickle. ESPN's dramatic close-up TV coverage of the last Cup series opened the eyes of a lot of TV execs, and we can expect the full network blitz next time around. But pitching decks and exploding sails look a lot better on TV than the flat water and ghosting boats you can expect off San Diego. "The thing that put sailing on the map in two months is TV," Keefe said. "People who never saw salt water or a sailboat before watched the race on ESPN."

San Francisco Bay is the only place the race could be held where there's not only wind, but a backdrop featuring the city's skyline, the Golden Gate Bridge and Alcatraz, all a lot more interesting on the small screen than the 10 miles of Indian Ocean you saw on ESPN. If the race were held in Hawaii, you'd see ocean behind the boats, not palm trees or hula girls.

Everyday people could line up along Marina Green, take the ferry to Angel Island or grab a bar stool at Pier 23 and for the first time ever an America's Cup series could be a true spectator event. Keefe estimates a million people could watch the series in person, not counting the millions more world-wide on satellite TV hookups.

San Francisco has the facilities that would be needed. Some syndicates would spend two or three years practicing in the Bay before the race. Keefe said a big sailing center would be built for them, complete with docks, hoists, storage sheds and parking at Piers 24 and 26 under the Bay Bridge. San Diego also has plenty of facilities, but Hawaii is more limited. The big marina in Honolulu is the Ala Wai, home of the TransPac and Kenwood Cup. "Ever try to drive in Honolulu during rush hour? Hawaii's already booked with tourists," Keefe said.

Ken Morrison, director of the Royal Hawaiian Ocean Racing Club, said "There's no question. It'll be in Hawaii." He argues that Conner is now the foremost expert on Hawaii waters, and he'll want the race in Hawaii to keep his edge.

But Keefe points out that Conner also knows San Francisco Bay, having raced here frequently, especially in the Big Boat Series.

loneliest

customers is *Dulcinea*, his 26-foot, fin-keeled yacht. With wife Lucy, Hector said he will probably participate in this spring's Baja Ha Race Week. "But we have to use the boat more so we can feel secure," he said.

Hector delivers ice, water, diesel and gasoline, beer and sodas; fills propane tanks, has laundry cleaned, and gives advice on where to obtain goods and services in La Paz. He does not provision with food because tourists should get to know Mexicans by doing their own grocery shopping. Besides, it's "too much work".

Hector charges \$1 or 1,000 pesos per

profession — cont'd

50-lbs ice; \$2.50 per 50-gallons water (he supplies container); \$1/case for beer or soft drink delivery (plus beverage cost); \$1-2 for a propane tank refill; 50 percent of the cost of diesel/gas; and \$2 per washing machine load for laundry. He or Lucy can be reached most mornings at 0730 on VHF channel 09 for same day delivery. During the day call channel 22 for *Dulcinea* or *Hector*. No deliveries on Sunday. Pricing could change according to the *peso*.

As for boat sitting, perhaps you and he can work out some sort of a barter.

— dennis williams

series may still come — cont'd

Then there's the prime-time question. Much has been made of the fact that if a race is held in Hawaii at 1 p.m. it will be 7 p.m. in New York City, perfect for live evening network coverage in the big East Coast media markets. But San Francisco is only three hours behind New York, so a race that starts at 3 p.m. will still run in prime time there.

Sponsors who want their product seen on screens abroad as well as in the States couldn't do better than to buy time during the Cup series, Keefe said.

Keefe is part of a 20-member committee, including San Francisco Mayor Dianne Feinstein, which has held two or three meetings to draw up an offer for San Diego. "We want to have something to show them when they announce the race won't be down there," Keefe said.

"We don't want to sound like we're trying to pirate the thing out of San

cont'd on next sightings page



SIGHTINGS

series may still come — cont'd

Diego," Keefe said, and no one has said for sure yet that the race won't be held in San Diego. But "there have been drums along the waterfront" that maybe it won't. "It looks like the side door's open a notch."

The key to all the interest being shown in the race, of course, has more to do with the estimated \$1 billion in business it would bring to San Francisco than with the welfare of yacht racing. In fact, the America's Cup would probably be a lot more interesting to sailors if it were decided in something other than 12-meters, big dinosaurs that sail like bricks.

The winners have the option of where, when and in what types of boats the next race will be held. Why not make it a developmental class, with only one rule: 60-foot monohulls. Imagine the tricked-out speedsters you'd see on the course then! Winged boats instead of winged keels.

Keefe thinks it'll be cold day in Waikiki when Conner gives up the boats he's worked so hard and so long to master. "Besides, you don't screw around with success," Keefe said. "There's a mystique to the America's Cup. The Aga Kahn's there. It's one of THE happenings in sports." Other big-boat, high-tech races don't have the mystery. "The mystery's not in the San Francisco Perpetual Cup series," Keefe said. Keefe should know, since he was instrumental in starting the Big Boat Series in 1964.

The mystique of the America's Cup, he said, has little to do with sailing, but it's necessary to bring in the TV audience. A 60,000-pound 12-meter might hit 12 knots, while an ultra-light-displacement boat might hit 23. "Big deal," said Keefe. "What's the difference to the average person?"

The Aussie 18s are a high-speed, high-tech developmental class of dinghies with a simple 18-foot rule. The tour's provided lots of spills and chills in its few stops in San Francisco Bay, but there has been little media interest.

"Australia's been trying to export dinghy racing all my life," Keefe said. "They've had no success. The world doesn't care. There's no romance there."

So Keefe sees the next race happening in big slow 12-meters, and quite possibly in San Francisco Bay. We hope the race is held here, but we still think the race would be more fun if it were sailed in modern boats. Maybe it wouldn't be as profitable for the sponsors and the TV networks, but hell, what's sailing for anyway, profit or fun?

Keefe's America's Cup syndicate may have come close to winning the series, but they didn't come close to balancing the budget. They're about \$1 million in debt and they're asking everybody to pitch in.

The scheme is this: you make a \$75 contribution to the USA syndicate and United Airlines will give you a \$50 travel certificate, good for flights anywhere in the U.S. And you can deduct it all from your taxes.

If you're interested (limit four per person) write Americans/Golden Gate Challenge, 3737 Buchanan Street, San Francisco, CA 94123. Be sure to indicate whose name should be on the certificate.

We've been watching the Golden Gate group in action all these months, and we sometimes wondered where the money was going. According to the April issue of *Yachting* magazine, here's the budget for the Golden Gate Challenge:

DESIGN — Naval architecture, \$300,000; testing, \$500,000; computer modeling, \$1,250,000; and aeronautical/hydro design, \$150,000.

BOATS — Two hulls, \$900,000; spars and rigging, \$210,000; sails, \$900,000; and on-board instrumentation, \$300,000.

ADMINISTRATION — Secretary, boat manager, office, mail, \$200,000.

TENDER — Fuel, docking, operation, charter, \$150,000.

SAILING PROGRAM — San Francisco, \$1,200,000; Australia, \$800,000.

LOGISTICS — Facilities in San Francisco and Monterey, \$250,000; facilities in Australia, \$400,000; shipping, \$100,000.

CREW — Transportation, \$150,000; per diem, \$250,000.

OTHER — Insurance, \$50,000; contingency, \$1,769,000.

TOTAL — \$10,000,000.

stolen

It sounds like something that might happen to an American cruising in an unfriendly country — the cruiser anchors the boat and flies home for a few months. When he returns he finds the boat stolen. The police take the usual report. But the undaunted cruiser finds the boat himself and gets it back. Now he waits for police action on his missing sails and equipment.

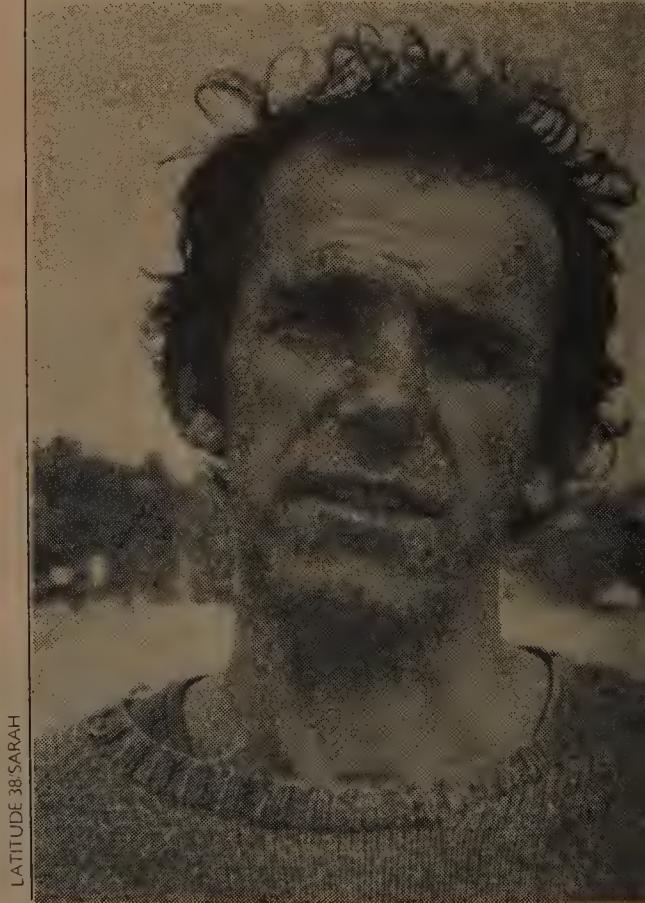
It's a cruiser's nightmare, but instead of an American in Longo Bongo, it happened to a Frenchman in Sausalito.

It took Bernard Espinet three years, working on weekends, to build his 34-foot cold-molded sloop outside of Marseille. He had been at sea four years when he dropped anchor in Richardson Bay in mid-December and went home for Christmas.

During a storm January 15 two other boats dragged their anchors and got tangled up with Bernard's boat. The Coast Guard cut all three anchor lines, and left the boats tied to the government pier at the Bay Model, next to the *Wapama* barge. The other boats were claimed by their owners, but Bernard's sloop was stolen.

On February 15 Bernard returned, found his boat missing, and his adventure with American bureaucracy began. Just finding out which agency had authority to investigate the theft of his boat took time. The Sausalito Police Department determined it had jurisdiction, and took a report.

Bernard decided that taking a report



LATITUDE 38 SARAH

boat caper

wasn't going to get his boat back, so he rented a car and started cruising Bayshore marinas. Outside San Rafael he spotted his mast sticking up behind a house along the canal. The boat had been repainted and all his gear — including \$10,000 worth of sails — had been taken out.

The owner of the house said his son-in-law found the boat abandoned, claimed it as salvage, and had been working on it for weeks. The Coast Guard had checked on Bernard's boat and found it securely tied up just before it disappeared, so there's no way it could be considered "abandoned".

But instead of arresting the guy who took the boat, the police promised he wouldn't be charged with boat theft if he gave it back. The officer in charge of the case said theft charges are now being considered over the missing gear, but refused to say more because the case is "under investigation".

He's got his boat, but if he doesn't get his gear back, Bernard's in a jam. He's a carpenter, not a fat cat who can charge up some new sails on a credit card. The last we heard, Bernard had talked to the thief's lawyer, who offered to return the sails and whatever stuff hasn't already been sold if he agrees to not press charges.

We assume this will all be resolved in time, but where's Sylvester Stallone when you need him?

Bernard Espinet with his recovered boat in the background.



dos amigos

A couple of strange things happened to the crew delivering *Racy II* back from Mexico in March.

First they were boarded by Mexican authorities and held for 48 hours on suspicion of smuggling automatic weapons despite the fact that the boat had been in a race sponsored by the Mexican government (Mexorc '87) and besides, they were northbound (if they were smugglers they would have already delivered the guns, right?)

After a 25-hour slog under guard to Ensenada the boat was searched (no guns found) and the delivery crew ended up getting drunk with the guards. They even posed for photos clowning around with the guards' guns.

"It was like the Keystone Kops," said Don Melson of Novato, one of the



DON MELSON

Rum also went to their heads. Keith Randal with 'guard'.

three-man delivery crew. But throughout the ordeal the Mexican soldiers were courteous and helpful, even welding a broken alternator bracket on *Racy II*'s engine. "They kept saying they had orders from Mexico City," Melson said. "But they treated us like gold."

After leaving Puerto Vallarta March 1, *Racy II*, Lu Taylor's SC 50, was circled by a Mexican military plane and intercepted at night by a Mexican cutter that shined its spotlight all over the boat and then said "see you later" on the VHF and sailed off.

Melson said in the meantime *Blondie*, which left port about two hours after *Racy II*, was boarded in Magdalena Bay, but reported over the single sideband radio that it was a routine stop and everything was okay.

On Friday, March 6, a plane circled *Racy II* again. A half hour later the cutter came back and announced over the VHF the boat would be boarded.

"Five guys came over in an inflatable," Melson said. "They were wearing little life vests like you would put on a 5-year-old. Three of them carried Belgian machine guns that looked like Uzis but weren't. It was a little choppy and they had a hard time getting aboard. One of them pulled off the life ring bracket and another almost broke the single sideband antenna."

The Mexicans told them to head for Ensenada, about 25 hours away, where the boat would be searched. No reason was given. The three gun-toters remained on board and the others returned to the cutter. Because of the broken bracket, *Racy II*, couldn't motor, so they took two reefs in the main and set the No. 4 and started pounding through the chop with about 20 knots of wind.

"We had some diesel in the bilge, and the two guards below got sick and

cont'd on next sightings page

dos amigos — cont'd

went on deck," Melson said. "They were wearing patent-leather shoes with slick soles and kakis. They were getting hosed and I felt sorry for them."

During the long trip to Ensenada Melson and his pals Keith Randal and Steve Olson got acquainted with their guards, even though there was a language barrier.

"We called one of them Rambo because he carried a big knife," Melson said. "He knew who Rambo was." Pretty soon Rambo was helping cook



Steve Olson, amigo, get acquainted.

breakfast, and the meal "broke a lot of ice for everybody," Melson said.

By the time they got to Ensenada the Mexicans were helping to steer during sail changes. "We couldn't have been treated nicer," Melson said.

In Ensenada harbor *Racy II* rafted up to the cutter. For the first time the Mexicans told Melson and his crewmates why they had been boarded: a boat resembling theirs had been reported carrying automatic weapons in Ascension Bay. A thorough search of *Racy II* turned up no guns. Keith, the delivery skipper, was allowed to go ashore with two guards to buy supplies. He came back with a dozen eggs and five bottles of rum.

That night some of the guards, including the cutter's doctor, "Rambo" and several off-duty soldiers got pretty plastered on the rum. The photos Melson took show a lot of carousing and clowning with guns. "We all had quite a few," he admitted.

The next morning, after some haggling over the wording of the report ("detained" instead of "arrested") *Racy II* was released. Melson said one of the officers apologized for the 48-hour "inconvenience" and bought them a drink at the officer's club before they left.

Melson said they heard later that *Blade Runner*, and *Chance* had also been boarded about the same time, but the other boats were released at sea.

sailing class for kids

If you feel sailing has enriched your life you probably want your children to learn to sail, too. Here's a chance to have your child learn the fundamentals from a professional instructor. The Encinal Yacht Club is planning a summer

cont'd on next sightings page

on the go

Here are some facts and figures on Gary Jobson, perhaps America's first sailor to turn himself into a media personality:

He's authored nine books on sailing.

He sailed as a tactician in three America's Cup campaigns, winning in 1977 with Ted Turner and losing in 1980 with Turner and in 1983 with Tom Blackaller.

He's currently on a three-month tour of the U.S. during which time he will give 61 presentations of his slide show and movie about the 1987 America's Cup and the wide world of sailing. The U.S. Yacht Racing Union is sponsoring the tour.

The handsome, personable and intelligent Jobson showed up at the San Francisco YC on March 16 for the 16th presentation of his road show. A full house turned out to see the man who shared the ESPN microphone this past winter with Jim Kelly in Perth, Australia. Gary had some facts and figures of his own to share, such as:

After winning the Cup in 1977, Gary and his *Courageous* crewmates were treated to a black-tie dinner at the New York YC with some 200 people. In 1983, 150,000 people turned out in Perth to honor the sailors of *Australia II* after they won the Cup, breaking the 132-year American winning streak. In 1987, the New York Giants won the Super Bowl. Their victory failed to earn them a ticker tape parade down Broadway, unlike Dennis Connor and his *Stars & Stripes* crew, who were so honored.

Australia II skipper John Bertrand was supposed to have eight secret tricks that could be used to beat Dennis Conner. *Kookaburra* skipper Iain Murray found that none of them worked.

There were 3,000 journalists covering the Cup in Perth. It took 250 technicians to bring

anything

We can hardly think of a more inappropriately named boat than Bill McLane's Catalina 27, *Insouciance*, which means "blithely indifferent".

Jay Rawlins of Chico explains why:

"A few weekends ago I found myself floating alone about a mile off the Berkeley breakwater, abandoned by my own vessel (it's a long story) and hoping someone would sail by and save my life. Along came Bill and his trusty crew. With great skill, consideration and sympathy, they pulled me from the water and gave me a dry set of clothes. They then motored over to my boat, took it in tow, and brought it back to the Berkeley fuel dock."

After exchanging names, Jay agreed to drop the clothes off at the Harbormaster's of-

with gary jobson

you the ESPN action, and the transmission had to bounce off three satellites to get there, travelling a total of 138,000 miles in the process.

Nine out of 10 of the ESPN viewers who watched the America's Cup had never been in a sailboat race. (Some called the station



Gary Jobson.

wanting to know which boat Ted Turner was on this year!) ESPN showed 80 hours of America's Cup action and had 5 million American households watching.

Gary had 630 people come to see his show in Wichita, Kansas. In Saginaw, Michigan, 500 people attended. He's given the presentation four times in his hometown of Annapolis, Maryland, each time to overflow crowds.

Iain Murray just signed a \$1 million contract to manage the next *Kookaburra* campaign for Australia.

Look for corporate sponsored match racing on the Bay this summer. Gary says the sport is about to go big-time professional. And if anyone knows about it, Gary does.

— shimon van collie

but

fice. "Well," he writes, "it had been a trying day and my brain was hardly working, so it was about two hours down the highway toward home before I realized that I had forgotten to return the clothes."

Calls to the Harbormaster failed to produce an address or phone number for Mc-Clane. Understandably, Rawlins is upset: "These people pull me out of the cruel sea and I reward them by stealing their clothes. The guilt is killing me. Will someone please call and tell me how I can find Bill, *Insouciance* or a crewmember so I can make restitution? Call 1-916-345-3884 collect, ideally around 6 p.m."

And Bill, if you'll call *Latitude 38*, we'd be delighted to outfit you and your crew with a set of Roving Reporter t-shirts. Nice going!

sailing class — cont'd

sailing program for children in El Toros, Lasers, FJs and other small boats.

Details haven't been worked out yet, but tentatively there will be three three-week sessions, with three meetings per week plus weekends. There will be a fee for the lessons and boat rental. Participants are encouraged to bring their own boats.

If you're interested, complete the following questionnaire and send it to the address at the end. The club will send you a registration form.

QUESTIONNAIRE

Name: _____

Address: _____

Home phone: _____

Work phone: _____

1. Do you have children, grandchildren or other family members who would participate in a junior sailing program? _____

How many? _____ Ages: _____

2. Sailing experience of junior (check one):

None. One year. More than one year.

3. Boats he/she has sailed on: _____

4. We have an El Toro (or other small boat);

We would like to rent an El Toro;

We plan to buy an El Toro.

Return to Dave Vickland, 2415 Mariner Square Drive, Alameda, CA 94501. You will be contacted when the format and schedule are finalized.

a little too easy on our readers

Last month in *Changes* on pages 172-173 we ran the photograph below and challenged our readers to identify it. We knew nobody would be able to come up with the correct answer.

Shows you what we know.

First, Dick Neilssien of El Toro writes us, says it's a photo of Sandy Island, located two miles northwest of Road Bay, Anguilla. He says he knows he's right because he took almost the exact same photograph during a Caribbean trip in 1985.

Bob Hume of Dana Point agrees with Neilssien, and advises everyone not to miss the local sailboat races on something he calls "Easter Monday".

And now Ross Wood of Spokane writes that if you're lucky, you can have the place in the photo, Sandy Island, to yourself.



It's Sandy Island, north of Road Bay, Antigua.

These three gentlemen have three things in common. They all answered our 'you'll never guess' photo quiz correctly; they'll all be receiving Roving Reporter t-shirts; and, they're all from outside the Northern California area. Doesn't anybody from Northern California hit the Caribbean?

NEWPORT TO CABO

Records, they say, are made to be broken.

Nowhere would such a saying be more applicable than the Newport Harbor YC's race from Newport Beach to Cabo San Lucas. Five of the last six times the

record also had they made it to the starting line as originally planned.

Part of the reason for the record-smashing



ROB MOORE

790-nautical mile race has been held, new elapsed time records have been set.

This year's race, which started off Newport Beach on March 14, was a record smasher to end all record-smashers. *Swiftsure III*'s record mark established in 1985 was not just beaten, it was nuked. And not by just one boat, but by almost all of Class A and half of Class B. Roy Disney's new maxi *Pyewacket* and the new Santa Cruz 70, *Hotel California* almost certainly would have smashed the

A start to weather did little to foretell the record runs.

is that the big sleds are tuning up for July's TransPac and faster than ever; but, of course, the main reason is favorable weather. Except for light air at the start and finish, the wind consistently blew over 25 knots. Unlike most races to Mexico, there was no easing into competitive condition; there was heavy air spinnaker reaching

beginning the very first night. It blew hardest near Cedros Island, with squalls bringing gusts to 40 knots.

Taking best advantage of the wind and first across the finish line — with a mind-dazzling elapsed time of two days and 22 hours — was the Santa Cruz 70, *Blondie*. Owned by Pat Farrah, the boat was under charter to his ex-roommate, ex-brother-in-law, and business partner, Robert McNulty. Friendly rivals, at the start of the race a biplane flew overhead towing a banner that read: "Blondie wishes Ragtime the best of luck".

(McNulty's triumph makes this the second time in a month that a first-time ocean racer sailed a Santa Cruz 70 to line honors in a major race to Mexico; last month it was the Del Rey YC group to Puerto Vallarta on *Citius*).

But shed no tears for Pat Farrah. He finished just eight minutes behind *Blondie* with his other sled, the venerable Spencer 62, *Ragtime*. And what's more, he and Rags corrected out as class and fleet winner, besting second place *Blondie* by 51 minutes



RECORD SMASHED

on handicap.

Third, fourth, and fifth in Class A and the 33-boat fleet were Nelson-Marek 68's, *Prima*, *Drumbeat*, and the former record-holder, *Swiftsure III*.

Interestingly enough, *Prima*'s Australian charterer Rod Muir, like Farrah, has another boat. You may have heard of her; *Windward Passage*. The grand lady of downwind races was back home in Oz, so Muir

chartered the Nelson-Marek.

Men of means such as Farrah and Muir are known to like to wager on the outcome of boat races. Rumor has it that Muir handed Farrah a check for \$7,500 after the race. But don't you believe it; such gambling would be in violation of USYRU rules. Nor should you

Inset, 'Rags' surging in the 20's. Below, a racer approaches the light at Cabo Falso.

believe all the nonsense about a \$20,000 bet on the upcoming TransPac.

The best performance by a small boat was turned in by Class C's *One Eyed Jack*, an Express 37 owned by Jim Svetich of the Monterey Peninsula YC. Despite being outfitted with a wheel and being one of the heaviest Express 37's afloat, Svetich and crew won class honors and corrected out sixth in fleet. It wasn't easy, as they took two round-downs, but staying on the beach did the trick. The 37-footers elapsed time from Newport Beach to the Cape? Less than four days.

If you punch around at your calculator, you'll discover that *Blondie* averaged 11.28 knots for the length of the 790-mile course. If that isn't hauling buns ass in a TransPac tune-up, nothing is. To our knowledge, that's the fastest average speed for any race on the west coast. What makes it all the more impressive is that *Blondie* — and all the other entries — were not in 'balls out' mode. The rules for this race limited boats to an IOR rating of 70.0.

But let's not overlook the magnificent performance of the corrected time winner,



COURTESY OF RAGTIME



NEWPORT TO CABO

Ragtime, which at 21 years was the second oldest boat in the race to John Scripp's *Miramar*. Designed as a daysailor by John Spencer in New Zealand and named *Infidel*, she was so radically light for her time that she was banned from the Sydney-to-Hobart and



TERESA PENCAK SCHWARTZ

On land or sea, the Newport to Cabo group was a fast crowd.

other overnight races. Despite being six to eight feet shorter than modern light displacement sleds, she remains a threat for first-to-finish honors because she 'breaks loose' to surf earlier and seems to be able to ride the waves a little longer.

"She's like a classic sportscar," suggests master BMW and crewmember John Jourdane. And she sailed about as fast as one, too. Exactly how fast is unclear, because *Rags* lost her SatNav, speedo and all other instruments during the race. Top speed was estimated at about 25 knots. The only damage was a ripped kite; they sailed down a wave so fast that the mast caught up with the chute and snagged it. On other occasions they went down waves so fast that the main was centerlined and streaming back rather than being pushed forward by the wind!

Special credit goes to navigator Jourdane, who guided the rocket to Cabo by DR.

Although *Ragtime* once changed hands in a convoluted transaction for just \$15,000, Farrah has invested many times that on her in recent years. And he hasn't stopped yet. Alan Andrews is working on tweaking her to

70.0 for TransPac, an unusual assignment for a boat that comfortably rates 66.9. "She's a bit of a puzzle," he says. Perhaps she'll have as much as 16 inches added to her spinnaker poles for the big race.

While Class A dominated line and corrected time honors, there were 39 entries divided into three classes. Six were from Northern California. Three of the local entries were Santa Cruz 50's: *Octavia*, *Allure*, and *Mongoose*. Finishing in the order named, they didn't do particularly well in class or fleet, but they did beat *Upbeat*, one of two Southland 50's. The other, *Emily Carr*, retired with rudder problems.

Class B was the weakest of three in the race, but the competition was tight and interesting. Corrected time honors went to Mel Richely and family on the Choate 48, *Amante*. That's right, mom and two of his three sons were aboard. Despite the full interior, this is the second time in a row the Richely's have won Class B Newport-to-Cabo honors.

Only eight minutes back was the old San Francisco Bay favorite, *Zamazaan*, a cold-molded Farr 52 that had known great success in the TransPac, Clipper Cup, and Big Boat Series before she was neglected. Picked up for a song — reportedly \$25,000 — by Jim Hoyland of Dana Point, she's been spruced up and is looking good. Second in class in her first outing under new ownership, with 30 percent more sail area and a good rating she could soon be picking up a lot more silver again.

'Rags' really rippin'



COURTESY OF RAGTIME

Just another five minutes back was the Laurie Davidson designed 50-ft surfer, *Jumpin' Jack Flash*, a boat well-known for her blistering off-the-wind speed in the 1982 Clipper Cup and for her ridiculously inflated position reports in the early days of the '83 TransPac. Now homeported in the carwash that is Seattle, the *Flash* lost to *Zamazaan* by less than half a second a mile!

James Diepenbrock's *Troubadour*, a gentlemanly Swan 46 with furniture quality interior, took a very creditable 4th in Class B and 18th in fleet. You've seen this Sacramentan's boat before, either on the Bay, at the Corinthian YC or more likely featured in many Swan ads.

Actually, *Troubadour* was the fleet leader until the wind died and it took her a miserable 12 hours to cover the last 57 miles. Some attributed her lengthy good showing to crew motivation; just before a watch came on they'd get psyched up by watching the flight scenes from *Top Gun* on the VCR. Ocean racing just isn't like it used to be. While respected more for their appointments than downwind speed, the Swan hit 19.37 knots during one burst.

Fifth in class B was Warren Hancock's well-travelled *Aleta*. The aging Peterson 46 stayed on the beach in the late going, making up a lot of time for spinnaker problems. In a 90 minute stretch, three spinnies were snagged on a 50-cent screw that was poking out of the headfoil. "Three spinnakers," moaned Hancock, "that's three polo horses."

With the winds holding strong for such a

RECORD SMASHED

long time, injuries were inevitable. Most were minor, but not so on Ron Kuntz's *Travieso*. The Nelson-Marek 44 rounded up and then down in a 40-knot puff, at which point Tom Fischer, off-watch below, rushed to the foredeck to help. It was the wrong place to be at the wrong time; the spinnaker snapped, breaking his leg. A paramedic on-board splinted the leg, strapped Fisher to his bunk, then the boat hustled over to Asuncion Bay. Kuntz was airlifted out by a Coast Guard C-130 with Bob Garrison, the owner of a 48-ft Gulfstar escort vessel. Garrison had fallen down the companionway of his boat and broke his collarbone.

Yet another Class B boat, the Nelson-Marek 43, *Eclipse*, dropped out just below Ensenada with rudder problems.

Class C line and corrected honors, as previously mentioned, went to *One-Eyed Jack* by a comfortable margin over *Passion 2*, the 1984 One Ton World champion. Described by some as a "single skinned skim-

ming dish", nine people pushed the virtually interior-less oversized dinghy. In a long race with good waves, all boats submarined a couple of times. But with the very low freeboarded *Passion 2*, it was an altogether different story. *Das Boot* would have been an appropriate name, even with the whole crew leaning off the back of the transom.

The 'things will take care of themselves' trophy went to the Farr 40, *White Knight*. Ultimately to finish 4th in class, she rounded up midway through the race and bent her mast. While owner Phil Friedman was contemplating his options — which consisted mainly of dropping out — she rounded down, putting her noodle back in column in the process. It's not the recommended procedure, but it got the job done.

Larry Doane's Express 37, *Morningstar*, from the St. Francis YC, had a disappointing race. With the boat's designer Carl

Schumacher and sailmaker Kame Richards aboard, they figured to do well. Doane said "We zigged when we should have zagged



Stars and Stripes forever.

the last day," explaining their sixth in class finish.

But things could have been worse, as they also found themselves in Cabo San Lucas with something entirely new: California co-eds on the loose. Apparently the Palm Springs spring break overflow has discovered Cabo San Lucas.

In California the Beach Boys always said it was "two girls for every guy". Well in Cabo, at least for a now legendary character known as 'Lampshade', the odds were rumored to be even higher. After days of wild noises emitting from his Hotel Sol Mar room, the upstairs neighbors inquired if everything was all right. He's reported to have smiled and said that it was, at which point he returned to his room. From then on, the upstairs neighbors took to applauding at the appropriate moments. Or so the story goes.

What is true is that the local luxury hotels got coordinated and took turns hosting parties for the racers. It was during one of these events that the now famous 'margar-yachtie' was invented. A regulation margarita with an extra shot of tequila, it's believed responsible for two arrests. One yachtie sleeping it off in a roadway, and another for threatening a bartender. All in all, tame doings after such a wild race.

Even wilder was the bullfight held in honor (?) of the race. Yet the matadors didn't display the courage of one daring crewmember on victorious *Blondie*. The latter pulled himself up the headstay hand-over-hand (no feet!); lowered himself down to the upper spreader; strolled to the tip; and executed a lovely swan dive.

Course records and good time records — they fell like leaves in the ninth Newport Beach to Cabo San Lucas Race.

— rob moore & latitude 38

1987 CABO SAN LUCAS YACHT RACE RESULTS

Class	Fleet	Yacht	Type	Owner	Corrected Time
Class A					
1	1	<i>Ragtime</i>	Spencer 62	Patrick Farrah	2:14:27:13
2	2	<i>Blondie</i>	Santa Cruz 70	Robert McNulty	2:14:35:25
3	3	<i>Prima</i>	Nelson/Marek 68	Rod Muir	2:15:59:30
4	4	<i>Drumbeat</i>	Nelson/Marek 68	Don Ayres	2:16:12:38
5	5	<i>Swiftsure III</i>	Nelson/Marek 68	Kenneth Ott	2:16:37:22
6	8	<i>Lone Star</i>	Nelson/Marek 55	Burton Benjamin	2:17:38:42
7	11	<i>Octavia</i>	Santa Cruz 50	Stuart Kett	2:18:42:51
8	13	<i>Allure</i>	Santa Cruz 50	Charles Jacobson	2:19:12:18
9	19	<i>Mongoose</i>	Santa Cruz 50	Stuart R. Seiff	2:23:21:33
10	20	<i>Upbeat</i>	Santa Cruz 50	Bill Boyd	2:23:33:27
11	27	<i>Tigris</i>	Swan 76	J.P. Warmington	3:04:28:44
Class B					
1	15	<i>Amante</i>	Choate 48	Mike Richley	2:20:21:10
2	16	<i>Zamazaan</i>	Farr 52	Jim Hoyland	2:20:29:11
3	17	<i>Jumpin Jack Flash</i>	Davidson 50	Steve Crary	2:20:34:13
4	18	<i>Troubadour</i>	Swan 46	R.J. Diepenbrock	2:22:01:34
5	21	<i>Aleta</i>	Peterson 46	Warren D. Hancock	2:23:38:25
6	22	<i>The Shadow</i>	Soverel 55	Runstad/Kline	3:00:29:59
7	23	<i>Miramar</i>	Ketch 79	John P. Scripps	3:00:46:36
8	25	<i>Murphy's Law</i>	Choate 44	Mike Campbell	3:02:55:20
9	32	<i>Ariel</i>	Tradewind 40	Hugh McIntyre	3:12:29:00
Class C					
1	6	<i>One Eyed Jack</i>	Express 37	Jim Svetich	2:16:53:12
2	7	<i>Passion 2</i>	Beard 1-Ton	Peter Tong	2:17:09:16
3	9	<i>Roller</i>	Andrews 42	Steve Franta	2:17:50:02
4	10	<i>White Knight</i>	Farr 40	Phillip Friedman	2:18:21:35
5	12	<i>Free Enterprise</i>	Andrews 42	Richard Ettinger	2:19:09:18
6	14	<i>Morning Star</i>	Express 37	Lawrence Doane	2:20:15:53
7	24	<i>Cursor</i>	Wylie 38	Jeff Farwell	3:01:19:30
8	26	<i>Apogee</i>	Peterson 39	Milt & Marty Vogel	3:03:58:25
9	28	<i>Toboggan</i>	Swan 42	Paul Queyrel	3:07:44:46
10	29	<i>Cygnets</i>	Swan 391	Louis A. Freeman	3:08:24:21
11	30	<i>Wings</i>	Cal 40	McConaghay/Miller	3:11:12:28
12	31	<i>Sea Star</i>	Swan 42	James Y. Camp	3:11:55:58
13	33	<i>Silberrad</i>	Islander 40	James Brown	3:13:08:50

SURVIVING THE

Sometimes we at Latitude 38 get the notion that sailors don't have sufficient respect for the sea because they lack firsthand experience of how perilous it can be. The following is Michael Starr's account of how a group of sailors — trying to sail Jury Rigged, an Olson 30, from San Francisco to Santa Cruz — got their firsthand experience.

There's an interesting chronology of events that surround the harrowing sail.

On February 20, recently retired John Hollander of the Richmond YC and his friend Donna departed on a cruise to Mexico aboard Magic Carpet, a Lancer 36. They encountered winds of over 30 knots and big — but not breaking — seas. Working their way out the ship channel to the Lightbucket, once they headed south Magic Carpet constantly pegged the speedo with just a double-reefed main. But they were never pooped and had a reasonably pleasant passage to San Simeon.

February 21, the following morning, the crew on Jury Rigged left on the terrifying trip described on these pages. The winds had not abated from the previous day, sea conditions had worsened, and they barely survived.

The morning after that, February 22, two men departed San Francisco for Catalina aboard the 32-ft Sarah. The winds had still not abated, sea conditions were worse than ever, and if you read Sightings, you'll know they were never heard from again.

The moral is clear; wait for good weather, and never underestimate the power of the sea.

It was only 0730 on February 21, but already the winds were amazingly strong. The anenometer was registering 35 knots apparent; I kept thinking that it couldn't be normal.

As we got outside the Gate, the waves became progressively larger. And with just the main and the 95% jib, the boat was overpowered. We dropped the jib and ran baldheaded until even that was too much and we had to reef the main. But one reef proved to be not enough, and soon we'd reduced sail as much as possible.

By 0830 the seas had grown to 20 feet. I had known times when the ocean had been a warm and soothing place to escape to. But now it felt empty and cold. It offered no comfort and had no friends. My memories of the pleasures of sailing faded as the angry side of the sea became more evident.

It's not that I hadn't known rough times at sea before. I had sailed the Express 27 Nationals when it blew over 25 knots the entire week. And I'd been through many squalls between California and Hawaii and along the coasts. But this was different. I kept waiting for the wind to taper off, but it didn't.

I turned to Greg Taylor and said, "What do you think?"

"I don't know," he said, "I don't know what's going on." He was fighting like mad to keep the bow headed into the waves. The weather helm was incredible. Sometimes the boat wouldn't turn downwind no matter how hard you pulled on the tiller.

"Hold on, hold on!" Greg screamed, his voice cracking, as a 25-foot wave roared down on our tiny Olson 30. The green mountain exploded off Greg's back. When the white water cleared, there was no helmsman. Miraculously, he'd been tossed forward and into the lifelines. The force which had driven him from the helm had been enough to bend the tiller.

"My hip, my hip," he cried as he fought to get back to the tiller and steer.

We'd only been out the Gate 45 minutes and now all we were doing was fighting to stay alive. The seas were so big and so close together that it was all we could do to keep from capsizing or being knocked overboard by waves.

What about turning back? It would have meant trying to sail into the monstrous waves and wind as well as the fierce ebb pouring out of the Bay. Already just past Pacifica, we were committed to keep going. But now Half Moon Bay's Pillar Point, not Santa Cruz, was our goal. I charted our new course, coming up with a heading of 160°, south southeast.

But we soon found that we couldn't sail this course without being broadsided by waves and rounding up. We had to point lower, way down to 210°, which meant we were heading farther out to sea. And the weather wasn't improving. Sailing downwind, the anenometer was showing a constant 40 knots. You had to hold on to the



boat or the wind would blow you off.

It had been 45 minutes since we'd almost lost Greg overboard. He had to give up the helm and go below to warm up or he would have soon been suffering from hypothermia.

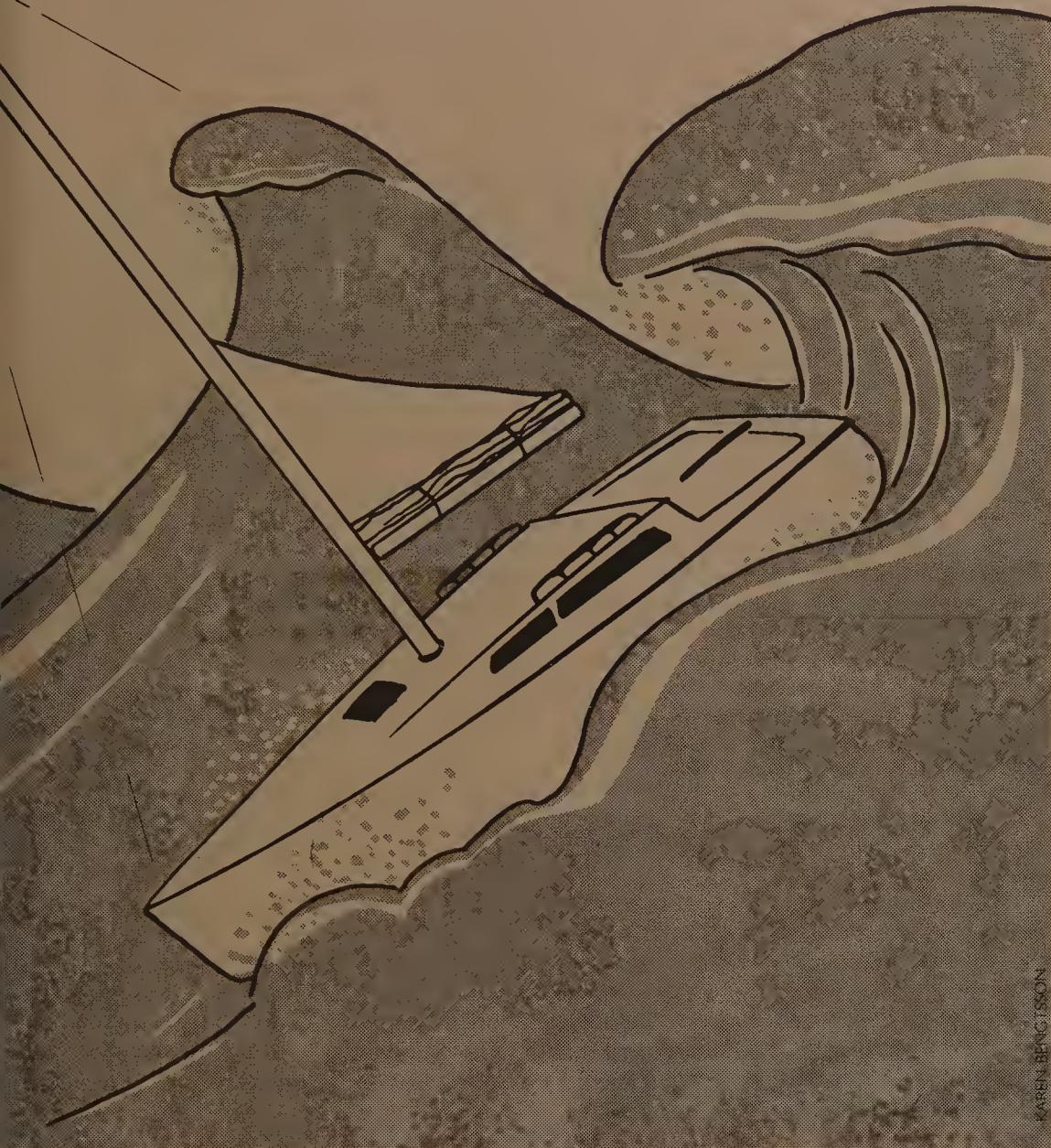
I took the helm and tried going way down to 150° in order to make Pillar Point. Surprisingly, the boat seemed to respond better. We could now see the huge radar installation near the harbor.

But the ocean would not let up. Waves kept piling up behind us, 25-ft high and just ten seconds apart. I needed total concentration to drive the little boat and had no choice but to surf directly down the faces of the gigantic mountains of water.

Just looking at the ocean was horrifying. Breaking waves, toweringly high, covered the horizon. Each threw spindrifts as it went by, leaving a trail of white water hundreds of feet long. At times the little Olson was picked up at the stern and lifted so high that we had to hang on to keep from falling forward.

Then came the rogue wave. It was an im-

FEBRUARY STORM



waves would have knocked us broadside with devastating results.

As time went on I began to shake from two things: the cold, and the look in the eyes of my crew as they gazed aft at the waves overtaking us. The waves were the size of two-

"I was calm,
and felt at peace."

story buildings.

"Okay, Mike, this is a really big one, you must stay down on this one," Scott would say. His courageous voice calmed me, but even without looking I knew what was behind us. I could feel the wave's power without even seeing it.

Lee was able to contact the Pillar Point Harbormaster on Channel 16. He would try to talk us in, like a crippled plane trying to find a runway. He asked us our depth, and when we told him 35 feet, he instructed us to head offshore immediately. We later learned that the fathometer was giving faulty readings because there was so much turbulence and air beneath the boat.

Despite the fact that Pillar Point has one of the trickiest entrances on the coast, and despite the fact that we literally couldn't see the buoys until we were virtually on top of them, after 30 minutes of instruction we had reached safety. If it were not for our prayers, our will to survive, and the help of the Harbormaster, we would have perished. I now know what a precious gift life is.

When we arrived at the dock, Sherman and Paula Zell took us aboard their power-boat and helped us get warm. We needed it. We were shaking and beginning to suffer from hypothermia. Later another woman drove us to San Francisco to get our car. They took such good care of us.

While we were warming up in the power-boat, we heard three Mayday calls. Another four people had to be pulled from the water after capsizing just outside Pillar Point Harbor.

Later that afternoon we heard that a major cold front had passed through, with gusts as high as 55 knots. It had gotten so rough that even freighters had sought shelter in San Francisco Bay. Locally there had been waterspouts, lightning, hail and snow in the Santa Cruz mountains.

Although it only lasted six hours, it had been the worst storm of the year. People kept telling us there was no way of predicting a storm like that.

— michael a. starr

The Olson 30 surfed down 25-ft breaking waves, 10 seconds apart.

mense wall of rolling water, so steep that it crested and began to break like a wave on a beach. I hung on to the tiller and traveller sheets as tightly as I could, but when it exploded onto the cockpit, it literally blew me from my seat. I was lifted up and over the lifelines, landing in the sea.

I immediately went under, seeing nothing but white all around me. I was still for a moment, and within a fraction of a moment I decided that this is how I would die. It may seem strange, but while I was under, I was calm and felt at peace. I didn't struggle for air, nor did I panic.

Then it was as if the Lord said, "Live," and my lifejacket brought me to the surface. Remarkably, the boat was only about seven feet away. *Jury Rigged* had righted herself as soon as I had let go of her tiller.

The first thing I saw was my best friend Scott's hand and the concerned looked on his face. Then Lee's hand as the two of them were ready to pull with all their might to lift

my water-laden person aboard. I knew I was going to live if I could just make that short swim. I put all my energy into it, and that I made it was nothing short of a miracle. Once on deck, I was drained of all my strength. I collapsed.

I must have been living on adrenalin, because right away I took the helm and started to steer again. Even though there had been no time to eat or drink, I felt strong. My mind concentrated on getting the boat to safety, not on the fact that the boat should have sailed away from me after which the crew wouldn't have had a chance to save me.

Scott, Greg, Matt and Lee — we all worked together to get our tiny boat into Pillar Point.

"Stay down, stay down," we'd all yell as one massive wave after another lifted us and hurled us down the faces of 25-foot waves. If we hadn't kept the boat down low, the

MAX EBB MEETS COUNTER CURRENT

My yacht club's bar is usually a nice, relaxed place to be, especially late on a weekend afternoon. There's a great view right out the Gate, and you can watch the boats come sailing in past the breakwater as the sun, behind them, sets over Marin. With the right drink in hand and a bunch of sailing buddies at the table it's hard to beat. So when my friend Lou Ward and I returned from a three-week cruise and got the boat sorted out, it seemed the logical place to go. Imagine my surprise when I found the place seething with fury!

"What's all the noise about?" Lou asked.

"Beats me," I said. "Let's find out." I got our drinks and headed for the nearest table, where Hal Yard, red in the face and obviously angry, was sounding off.

"What pisses me off," he was explaining to the others, "is the way he did it. Like a kid that doesn't get his way and runs to Mommy to tattle!"

"Hal," I interrupted, "what's got you so mad?"

He looked at me for a moment without comprehension. "Oh, hi, Les. Thought you were off on a cruise."

"Just got back."

"Then you don't know."

"Know what, for chrissakes?"

Bob Stay, next to Hal, shoved a piece of paper over. "Here," he said, "read this."

I did, but I couldn't believe it. It was a letter, addressed to the city's Mayor and Board of Supervisors. It recommended that the

MAX EBB'S RESPONSE

Max Ebb is fiction. But it's fiction to make a point. And usually this point has some relation to real events from which the material is drawn.

When a number of people feel that the point made is contrary to their interests, or does not represent them fairly, naturally they have the right to respond — in this case with an equally fictitious work.

But since I have been involved in the real incidents that both the March Max Ebb column and this response are loosely based on, it becomes necessary to step out of character for a few moments and respond directly to some of the key points.

Which Club? The March column was not directed at any particular yacht club. Although it drew material from events involving one particular club, some of the discussion clearly does not apply to that

The Furor Over 'Max Ebb And The Status of Yacht Clubs'

In the February issue, *Latitude 38* ran an article by Max Ebb we titled *Max Ebb on the Status of Yacht Clubs*. Like all Max Ebb articles, it read so realistically — a few people still think Max Ebb and Lee Helm are real people — that some readers might have mistaken it for non-fiction.

To make sure nobody got the wrong idea and thought he was referring to the Berkeley YC — one of many clubs that faces the issues discussed in the article — the author specifically instructed *Latitude 38* not to make any photographic or illustrative reference to that club.

"To err is human," said the Romans, and we at *Latitude 38* erred in the most horrendous way. Because of bungled internal communications, we commissioned and published a very realistic drawing of the Berkeley Yacht Club to accompany the article.

The natural — if incorrect — assumption all readers familiar with the Berkeley YC building must have come to was that the author of *Max Ebb* was referring specifically to the Berkeley Yacht Club. Only an independent knowledge of specific facts would have dispelled that notion.

We sincerely apologize to the author of *Max Ebb* for our grievous error, as we have made people think he was attacking his own club in print. While the author of *Max Ebb* has strong feelings about the Berkeley YC and yacht clubs in general, this article was meant to refer to yacht clubs generically, not to the Berkeley YC.

We also apologize to all the readers we may have misled. At least part of the responsibility for some of the hard feelings that now exist at the Berkeley YC rests squarely upon our shoulders.

The questionnaire about yacht clubs that accompanied the installment of *Max Ebb* was completely the creation of *Latitude 38*. Our intention was to expose some of the incredible misconceptions — both pro and con — sailors have about yacht clubs. A selection of those letters will run in the next issue.

As for this issue, on this and the following three pages we are running a Max Ebb-type article by a member of the Berkeley YC allowing him the opportunity to rebut last month's *Max Ebb* using the same artistic license granted the author of the real *Max Ebb* columns. Fair is fair. Below that, we've allowed the author of *Max Ebb* to respond to the rebuttal.

Following these, we've published a selection of letters written directly to the author of *Max Ebb* in regard to both the article and his actions in regard to the Berkeley Yacht Club.

A 'normal' installment of *Max Ebb* will return next month; an advanced test on racing rules.

In closing, let us say that we don't always agree with the views expressed in *Max Ebb* or the beliefs held by its author. What we do know is that they truly represent what he believes is best for sailing.

— editor

club's new 25-year lease not be approved. It accused the club of being elitist, of not con-

forming with the city ordinance on smoking, and of not recognizing that it had an obliga-

"I'll take some
lumps where
they're due."

to my own statements at a public hearing, other parts do not, and have been taken much too literally. The line drawing of the club that accompanied the article was a very unfortunate coincidence. It was included by the Editor, along with the questionnaire,

without my knowledge.

Tattling. It's really amazing, the way a letter to elected officials expressing an opinion on an important public issue can seem like the free exercise of the rights and obligations of a good citizen to some people, but seem like "tattling to mommy" to others. Guess it sort of depends on whose hands were in the cookie jar, doesn't it? The truth is, the yacht club gets an enormous free ride. Both the property and the structure (on expiration of the current lease) are owned by the city, yet the club pays almost nothing compared to the site's value. Are there some club members who feel so vulnerable that they have to launch a personal attack on anyone who questions some of the terms of this cushy relationship? Apparently there

tion to provide community service. It said the club was isolated and unresponsive, and that the city should hold it accountable. And it was signed by my old friend, Max Ebb.

"Max did this? Really?" I knew Max held strong opinions, but he usually manages to avoid getting into trouble because of them. "Didn't anybody try to talk him out of it?"

"We didn't have a chance, Les. Nobody knew he was going to do it; he didn't tell anybody."

"Then how did you find out? And where'd you get the letter?"

"We got that copy from a friendly supervisor, after we found out about it. And we found out about it at the hearing."

"What hearing?" I fairly screamed. I was upset, too, by now.

Jeez, Les, you have been gone a long time. The Harbor Advisory Board held a public hearing on our lease. Naturally, some of the officers went to urge that it be approved, and some of the rest of us went along, just to be sure. Max was there, too, although none of us thought anything about it at the time. The Commodore made his spiel, several other officers backed him up, and then our boy Max went to the podium. He said that approving the lease would be a huge mistake! That the club should provide

more opportunities for access by community organizations, that the club's open house was just a collection of alcoholic smokers, that . . ."

"Wait a minute, wait a minute. Something you just said rings a bell. I picked up a copy of *Latitude 38* from another boat down in Santa Cruz, and I remember reading Max's article. Didn't he talk about that hearing? I thought he said one of his crewmembers made a speech like that."

"That's what he said in the article. But you know Max, he always puts his views in the mouth of someone else when he writes those things. It was Max, all right — word for word, just what he said at the hearing. He even implied that we practice discrimination in membership; 'mostly white and male', I think he called us."

I could see Lou squirming, as anxious to ask questions as I was. "But that's so unfair, making a sneak attack like that! And none of it's true! Didn't anybody respond?"

"Oh sure," Hal said. "We pointed out that we have almost as many female members as men, including half of the officers, and that all of the black boatowners in the marina have been members, or at least have been invited to join. You have to admit, though,

that we don't have many Hispanics in the club."

"Only half a dozen or so, I guess, but my impression is that there are far fewer Hispanics in boating as a whole than there are in the general population, even in California."

"Sure, but how would you prove it? The State doesn't keep any statistics; we checked."

Bob had been quiet for a while, but now he spoke up. "That comment about taking people sailing is the one that gets me. We've done that in cooperation with the city for years. In fact, I was in charge of organizing it last year. The guy in charge of the summer day camp program wrote me and gave me the days he needed boats, and I started rounding up volunteers. I remember asking for volunteers twice, at the dinner meetings, and despite all the concern about insurance I got boats for every day. Good old Max wasn't one of them, though." Bob sounded bitter. "If he feels that strongly, why didn't he volunteer?"

"We do a lot for the community in other ways, too," Hal put in. "We make the building available whenever it's not in use otherwise, for city meetings, classes, receptions, free boating and safety instruction by the Coast Guard Auxiliary and the Power Squadron, you name it; there's a senior citizen group, a child welfare group . . ."

"Hell, we built this place with our own hands and our own money," said Bob. "It's

TO LES FLOOD

are.

Elitism? I have said that yacht clubs in general tend to give the impression of elitism, that my club is not as bad as most others in this respect, and that my club is definitely not elitist. In every communication with the city, both written and verbal, I have been careful to praise the club and reinforce its deserved place in the marina.

Failure to work within the system. All of my suggestions and criticisms had been either brought before the yacht club Board of Directors at one time or another, or discussed at length with individual board members. It was clear that the initiative was not going to come from within the club. Towards that end, I began to work within the city government system, rather than the

yacht club's. Remember that for the short term I was trying to influence city, not club policy.

My opposition to the lease renewal in its proposed form was known to the yacht club Board before the public hearing. In fact, a group of club members intercepted me at the entrance to the hearing room, and tried to persuade me not to speak. Democracy in action.

But I'll take some lumps here where they're due. I should have confronted the full Board much earlier with my conclusion that outside pressure was needed to effect change. And I should have taken extra care to clarify that I was not representing the club

or its Board of Directors. (Although I thought this was obvious from the content of the letter and speech. Even so, I did send a letter to the Council and Waterfront Commission clarifying this point and apologizing if there were misconceptions.)

Discrimination. Any charge of racial or ethnic discrimination came from city officials, not me. I went out of my way to defend the club on this point at both the Commission and Council hearings. It's on tape.

Boat trips for summer camp kids. Now we're finally getting closer to the real issues. As far as I can determine, small groups of summer campers have been taken sailing by club members on two or three days each year. C'mon, this is only a token gesture. Nearly all of what is now referred to as 'community service' involves boating-related groups or social functions. Worth-

MAX EBB MEETS COUNTER CURRENT

not as if we were getting a free ride from the city."

Lou's interests are always in people, not things, and today was no exception. "What I can't understand is why Max did this. Wasn't everyone surprised?"

"You better believe it," Hal said. "But remember all the stuff about smoking?"

"I know he's against it . . ."

"It's more than that, he's *strongly*, almost violently against it."

"Like Lee?" I suggested. Lee Helm is a friend of Max's.

"Yeah," Bob said. "Last month Lee took a guy's cigarette and dropped it in his drink. Created quite a stir."

"And Max applauded," added Bob. "That was after he had that confrontation with one of the other members, opening the door every time she shut it."

"O kay," I said, "but what's that got to do with anything?"

"Max is on the Board of Directors now, you know," Hal explained. "And he suggested to the Board that the club confine smokers to certain areas. The Board appointed a committee — three non-smokers and one smoker, with Max on the committee — to come up with recommendations. Apparently, however, the committee hasn't worked fast enough to suit Max. So, as I was explaining when you came in, he decided to run and tattle."

"But, as I remember, the committee was delayed because Max was off sailing to Hawaii and back, for what? Three months?"

MAX EBB'S RESPONSE

while, but missing the point. There is so much we could do in the area of on-the-water public access and community service programs, and with so little effort.

As for my own participation in this area . . . now this is really a cheap shot. Les Flood knows perfectly well that I have taken groups of kids from the same camp out sailing at least half a dozen times. Les also knows that I have given literally hundreds of rides to total strangers during publicized, open-to-the-public, open house events. All through a different club, though. With the yacht club under discussion, I have initiated, organized, publicized, and run a very successful Friday night race series. It has opened a route for non boat-owner memberships. Any charge of hypocrisy on my part on the

"Try explaining that to the City Council," Hal grumbled.

The complaints against Max and the bitterness went on like this for a few more minutes. Like the others, I felt frustrated, wanting to do something to defend the club from the unfair and unexpected attack, but unclear on what could be done. Max had the power of the pen on his side, and had obviously done a bang-up job of inflaming public opinion against us.

At moments like this you tend to lean back, think about the world at large, and let your eyes roam around the room. And that's what I was doing when the next shock came. In the door, like nothing had happened, came Max Ebb and his friend, Lee Helm.

The silence was tangible. Max had a slight smile on his face, which looked a little like a self-righteous smirk. He and Lee each got a soft drink — Max doesn't drink, either — came over to the table and, still smiling, sat down.

The attack, when it came, was from an unexpected quarter. Genny Cringle, one of the hardest workers in the club, had been quiet up to now, but apparently was fed up.

"Well," she said, "you sure know how to galvanize opinion, Max."

Max didn't duck. "People's opinion of me doesn't matter," he said. "It's the Board of Supervisors and the Harbor Advisory Board

that matter."

This was too much for Genny. "Don't you care about our opinion? Don't you regard other club members with esteem?"

Max went all the way. He tilted his head back and said, "On the contrary. I did it for the good of the club."

Genny jumped to her feet, leaned over and put her face directly in front of his. "That's the most arrogant thing I've ever heard. What right have you to take it upon yourself to decide what's good for me? How dare you presume to speak for me? How can . . ."

Bob cut in, none too soon. "It's worse than that, Max. You're a member of the Board of Directors; you signed the letter that way. And you have no right to represent the Board without consulting them."

Max weakened a little. "Well, maybe I should have made it clearer that the statements were my own opinion."

Lee, meanwhile, had said nothing, but I saw her sniffing the air. Hal had absentmindedly lit a cigarette, and the hand holding it hung down beside him while he listened intently to the conversation. Lee had seen her chance. She shifted her chair, reached down slowly, extracted the cigarette without Hal's realizing it, and calmly dropped it in the open pocket of his foul weather jacket. I watched, open-mouthed.

Meanwhile, Hal's face was darker than

public access/service issue is absurd!

The Smoking Issue. Yes it's true, I'm a confirmed anti-smoker. But it's very important to point out that the confrontations between Lee Helm and various smokers are pure fiction, and has absolutely no basis in fact.

It's also true that I'm unhappy with the way the club has handled the smoking issue. It took about a year from the time I first asked the Commodore to put it on the agenda for a board meeting to the time a smoking policy committee was actually named to study the problem. Then it took another three months

or so for the committee to actually meet. (My Hawaii trip was over before the committee was formed.) It is significant to note, however, that the recommendations of the committee to establish some non-smoking areas and improve the ventilation system passed the board unanimously, with only minimal discussion. This happened after the lease renewal was questioned by the Waterfront Commission. Hmmm . . .

"People's opinion of me doesn't matter." Like most of the words attributed to Max, this is pure fantasy. People's opinion of me matters very much, and I'm very disappointed that some members of my club have had such a hostile reaction to one dedicated

LETTERS TO AUTHOR OF MAX EBB

I've ever seen it. "I considered you a friend and a fellow sailor. I've crewed for you and you've crewed for me. But you have done the club a terrible disservice. I signed your membership application; now I'd be glad to sign your resignation."

I could smell burning, but I wasn't sure whether it was tempers or foul weather gear. Hal removed that doubt. He suddenly looked down, felt the outside of his pocket, opened it, and saw the smoke. After a moment's shock, he reached down to extract the cigarette. Realizing what must have happened, he glared at Lee, speechless, then, still glaring, smashed the cigarette out in his palm.

Genny brought the other controversy to a head at the same time. "You, sir, are sneaky, vicious, and not an honorable person."

Now it was Max's time to look stunned. The smile was gone. "What would I have to do to regain that honor?" he asked quietly.

Three voices — all except Hal's, who was still stunned — spoke almost at once.

"Resign."

Max looked thoughtful. He finished his drink, got up without a word, and slowly left, Lee trailing behind.

"Well," Lou said. "It looks like Max Ebb has met a Counter Current."

I grimaced. "You have to admit he has guts, coming here like that and taking it."

"Yeah," Bob snarled. "He's got guts. So does a cockroach."

— les flood

TO LES FLOOD

member's attempt to use the established political process to influence the direction of the club in what is honestly believed to be a positive way. I made some mistakes, to be sure, but nothing to justify personal acrimony.

Even so, I still have a great deal of respect for the yacht club and nearly all of its members. I would never suggest that the club be asked to develop on-the-water public access and community service programs if I didn't believe that the members had a genuine willingness to do these things.

This is the real issue: Yacht clubs are capable of returning something to their local communities that is of enormous value, and they are capable of doing it easily.

— max ebb

■ MAX GETS CLUBBED

I find it interesting that Max Ebb's article, which seems to boil down to a plea for free sailboat rides to the general public, is in the same issue with a two column letter from an attorney giving advice on personal injury liability of boat owners. I know from experience that it is a rare day that I come back from sailing without a bruise, scratch or welt to show for it. There are a million and five ways to hurt yourself on a boat and most novices are capable of finding all of them in short order. In the past, most just shrugged their shoulders and accepted that as the small price one paid for enjoying the glory of sailing. I also know from seven years experience as a litigation secretary and paralegal that people are coming more and more to view the courts as their personal lottery system and take anyone they can for a "free ride".

Come to think of it, the one medical claim I've had against me in my three years as a boatowner was by someone I gave a free ride to at the suggestion of Max's friend of the time. Nonetheless, I would favor a program — with liability insurance — where the public, especially the young, could experience sailing.

Enough on what I consider to be the simpler, face value issues. For me, there is a more disturbing undercurrent to the situation. What saddens me terribly, Max, and what most of your sailing friends are unclear about, is why the only way to discuss this with you is in print. But I do not speak for Berkeley YC or any group, just for myself.

We were members of Cal Sailing Club together; we are both members of Berkeley YC. For the past six years I have seen you face to face on the average of about once a week and was under the impression we were fairly good friends. Yet you never broached the subjects in your article with me (or as far as I can tell with any of our mutual friends) prior to sending letters to the Waterfront Commission and the Berkeley City Council. I know at least three of our friends approached you after that to ask you why you chose such a blind-sided attack approach rather than talking to the people involved first. Your reply was that you hadn't thought it would create such an uproar. Since you have been a political animal for far longer than I have known you, I had difficulty believing you truly are so naive.

In retrospect, your non-answer is a glaring smoke screen for a hidden agenda. I thought people had made it clear that we felt personally betrayed and attacked — not by the politics but by the approach — but were willing to forgive and forget. We foolishly thought the way was cleared for dialogue rather than attack. The next we heard about it was your Max Ebb article. We had a communal dinner that Sunday at my house in part to try to show you that you did have some friends left in spite of the fact that you had continued to publicly attack rather than speak to us. Though the evening seemed friendly and the truce flag seemed raised, the next we heard was to be ambushed in the newspapers. The newspapers, Max? It's starting to look more like personal political ambition than idealism.

In case it still hasn't gotten through, I don't think anyone is seriously criticizing your political stand. I don't think any of us are so far apart that it couldn't have been discussed. I am criticizing your method. It has been divisive, polarizing, nonproductive, intentionally hurtful and emotionally draining. Due to your sudden, unprovoked attack, the club — which is the closest thing to being a community that I have ever known — will now be laid out on the table to be dissected, masticated and spit back out by the City Council, the Waterfront Advisory Commission (one member of which has repeatedly referred to us as "you jerks" but at least he says it to our face), and other commissions, just like a toad in somebody's science project.

It feels uncomfortably like rape; you never asked my opinion or permission first. As a result, everyone is so busy feeling defensive and discussing possible motives for your spite that nobody has had the energy to think about programs. Many members are hurt and angry enough to be talking about leaving the marina, rather than face the poking, prodding and constant battle to justify our existence to umpteen million hostile committees for the next several years it will take to resolve this mess. You have created wounds that will take years to heal and will leave permanent scars. Certainly there will be very little good will around any program that should evolve at gunpoint, and there is a good chance that not programs but a barren wasteland will be the result of your little lab experiment with us.

I don't think much of a method that drives me into an emotional corner where I ignore two old friends at a Council meeting, then go home and cry all night about it. It's not conducive to anything productive. What's just as scary is that there has been no emotional response from

cont'd on next page

you. No human element present at all in the man who claims he wants to do something for the "people". Are we no more than political pawns to you?

Tracy Dickerson
Albany

Tracy — I'm glad you're with me on the substance of the issue. As for methods, there's a difference between being able to discuss an issue, and actually making progress with it. The issues have in fact been discussed, both in and out of board meetings, and I am convinced that in this case outside pressure is necessary to effect any real change.

But I obviously underestimated the effect of my letter to the City Council on some of the yacht club membership. Personal betrayal was the farthest thing from my mind. I'm left feeling a little like the well-known cartoon character who inadvertently pulls a large predatory animal out of his magician's hat. As it turns out, the Waterfront Commission had already decided to review the lease renewal proposal, and the letter wasn't even necessary. I can understand why some club members are angry — they think the club is in real trouble with the Waterfront Commission and the Council.

Personal political ambition? You know that I've been very active in waterfront planning and politics for years. Writing a letter to the City Council and speaking at a public hearing is nothing new to me. It's the established political process — not only my right, but my obligation. And the reason I'm involved in waterfront politics is because I have a deep concern for our waterfront, and not the other way around.

The March article was never intended to single out our club over any other yacht club — I had nothing to do with the illustration. And the newspapers — of the four newspaper articles I know of, only one even mentions my name. They came to me for an interview, during which I said that our club was a good club, gave a less elitist impression than most, was not elitist at all once you get to know it, had a membership that covered the full spectrum of political positions, and should do more for the community. The quote they ran may have given the wrong impression, but I guess that's to be expected. Was I supposed to say "no comment" and put a paper bag over my head? (Don't answer that!)

Public scrutiny should be welcomed — not equated with dissection, rape, or a lab experiment. After all, the city owns the place. It's a change for the club to show off its value, as I think we did at the City Council hearing. What the city might ask us to do is not going to be difficult at all to comply with. Talk of leaving the marina is based on pure paranoia.

Thanks for the hint of support. Eventually the discussion around the club will move back to what shape the new programs can realistically take, and your participation will be important.

And please, don't think you're the only one who's lost sleep over this. I have put some valued friendships in jeopardy, partly due to my own errors. But sometimes we have to do what we believe is right.

— max ebb

□ PROPER REVOLUTIONARY POSITION

Your ethical standards leave a lot to be desired. You chose to accept a position of responsibility with your yacht club and while appearing in an apparently official capacity before the Waterfront Advisory Board made recommendations that threaten the very existence of the club. You were not there as a representative of the club and had no authorization to represent yourself as anything other than a private citizen.

To compound matters, while writing as Max Ebb, you put your

views in the mouth of a "junior" member of the club, as if your pen name would not be sufficient protection of your anonymity. When one expresses a political viewpoint in writing in a publication of general circulation one should sign their own name. How else are we to know how much credence to lend to those viewpoints?

One can only wonder if you have been trying to offend us. Or, have all of us old stuffed-shirt rich boatowners missed the point that this was a blatant political act designed to give you a proper revolutionary position to run for office in the "peoples republic". Your ethical standards might be suitable in some political circles.

Keith Griggs

Keith — I thought it was perfectly obvious from the content of my letter and my statements at the hearing that I couldn't possibly be representing the club in any official capacity. The Advisory board seemed to understand this — but you're right, I should have made it clear to my fellow club members that I was speaking as a private citizen, not as their representative. A mistake on my part.

As far as the March column is concerned, I don't expect a fictitious character to have any credibility at all. Neither do I expect the events portrayed to be taken as factual. The situation was aggravated here by the accidental use of a very accurate line drawing of our club.

No, I have not been trying to offend anyone — although I inadvertently did quite a good job of offending some of the members. I will ask you to accept my apologies for that.

Political motives? I've been active in waterfront politics for years. Writing a letter to the City Council and advocating policy at a public hearing is old hat, as far as I'm concerned. But the reason for my political activism is a genuine concern for the future of our waterfront — and not the other way around.

— max ebb

□ LEAD ME TO UTOPIA

Hi, Max! I'm sure you remember my face from around our yacht club, but maybe not my name, Rip Tide.

I was also at the Harbor Advisory Board meeting; however, I remember things a little differently. First of all, our Commodore spoke deliberately — not slowly — to give the notoriously feeble minds he was addressing time to absorb his words. Part of his message was that there is no price tag on honor and tradition, service to the marina and the community.

Secondly, the lease term in question was 25 years, not 50 years.

Thirdly, your crew member was entirely out of line and deserves keel-hauling because he forsook the faith and trust of the entire club, who had elected him to its Board of Directors. As a Director, he had many — no, all — opportunities to propose his ideas, concerns, and programs, but chose not to. Instead, he wrote letters, without the club's knowledge, to the Harbor Advisory Board and the City Council, attacking his own club for not instituting programs that he had not even proposed.

These letters contained many unfounded accusations and half-truths that culminated in his demands that his own club's lease should not be renewed. In his pomposity, he had even decided what the club's community involvement and service, admissions policies, members' free time and boat usage, and club-house usage should be "for our own good".

Thank him for me, Max. I'm glad someone besides the government has decided how I should run my life and lead me to Utopia.

Rip Tide

Rip — Of course you remember things differently — Max Ebb is fiction! The comments were intended to apply to many yacht clubs,

not just ours. The line drawing that accompanied the column was totally beyond my control. Of course, Max does draw material from real events, and this was certainly the case here.

Agreed, the crew member was out of line by not making it perfectly clear that he was only representing himself, if this wasn't obvious from what he was saying.

All of the ideas proposed have been discussed over the years, and he was convinced that a change in city policy would do some good. Do you really think that listing examples of programs that might work is the same as dictating how you should run your life?

— max ebb

WE DIDN'T JUST WRITE A CHECK

My parents have lived in Berkeley for most of their forty-year marriage. When integration came they could have sold out and moved to Orinda as so many others did. But they didn't because they believed it was time for injustice to end. Staying was not easy. We had to struggle with a dramatically changing world. We were gassed in our schools for a park. We saw our city taken over by sheriffs, national guards, drugs, and political or religious carpetbaggers. Some stayed and became part of our community. Lots moved on. We stayed.

My parents didn't just write a check for their beliefs. We marched as a family in peace moratoriums.

My mother came from hard-working farm people. She put that backbone and strength behind work for the Democratic party and the underprivileged. Among other things I remember was her sewing and gathering clothes and household goods for welfare families.

Just because my parents are not "leftists" does not mean they are "elitists". They worked hard, started with nothing, held fast to their beliefs and made a better life for themselves, their children, and their turbulent community.

I think it's a sad commentary on Berkeley that they adopt the views of one man simply because he claims to have the "correct" political beliefs.

Knowing the people of the yacht club, the assumption of "elitism" is laughable. They are mostly hard-working professional and blue collar people who share a common interest. Why be punished because they succeeded enough to be able to enjoy the fruits of their labor?

Katherine V. Harris Romanoff

Bruce Jovel

Victor Harris

Karen Mahoney-Harris

Margaret Harris Heath

Katherine et al — Glad you didn't leave Berkeley, "as so many others did". It must have been tough.

If anyone ever accused you of being elitist, it wasn't me. I did, however, discuss the impression of elitism that many yacht clubs seem to put out, and the need for some work on this image problem. (See other letters in this issue.)

And no one has ever suggested that you can't enjoy the fruits of your labor. Only that you help return a service to your community that better reflects the value of what the city does for you.

— max ebb



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BOARDED!

It's happened to many *Latitude 38* readers before, from

observed on radar and aroused suspicion? We don't know.

Even before we were hailed, we had an inkling we were

going to be stopped. The 44-footer had been eyeing us for about five minutes while she drifted with the ebb. She looked like a cat getting set to jump a mouse. And sure enough, she pounced.

An officer we later came to know as Thomas Hart got on the bow of the 44-footer and instructed us — we were alone — to maintain a slow and steady course into the Bay.

"Oh yeah," we responded in our best Cagney voice while slamming forward both throttles, "you just try and catch us." As you can see from the accompanying photograph, we left them in our wake. Allright, allright, that's not exactly what happened.

Hart asked us where we'd been. The ACLU part of our brain wanted to respond — whether it's true or not — with: "It's a violation of our civil rights to ask us a question like that". The other side of our brain; the part that remembers being rescued by the Coast Guard, the part that remembers all the times Coasties have risked their lives to save sailors, the part that knew we had nothing to worry about; won out. It said: "We've been out taking pictures of sailboats."

When Hart asked if



deep in Mexico all the way to the Straits of San Juan de Fuca. But it wasn't until February 28th that we were boarded by the Coast Guard.

Officially it's called an 'administrative boarding'; the Coast Guard checks your boat for safety and compliance with federal regulations. It's widely believed, however, that the real purpose of such safety inspections is to interdict drug smuggling. In effect for several years now, apparently the interdiction program has been quite effective.

We were hailed by a Fort Point-based 44-ft motorlifeboat just as we passed under the Golden Gate Bridge. We'd spent the previous two or three hours in an erratic pattern outside Point Bonita, snapping pictures of sailboats from our Bertram 25 photoboot, .38 Special. Had our peculiar course been

Above, the Coast Guard 'cat' about to pounce.

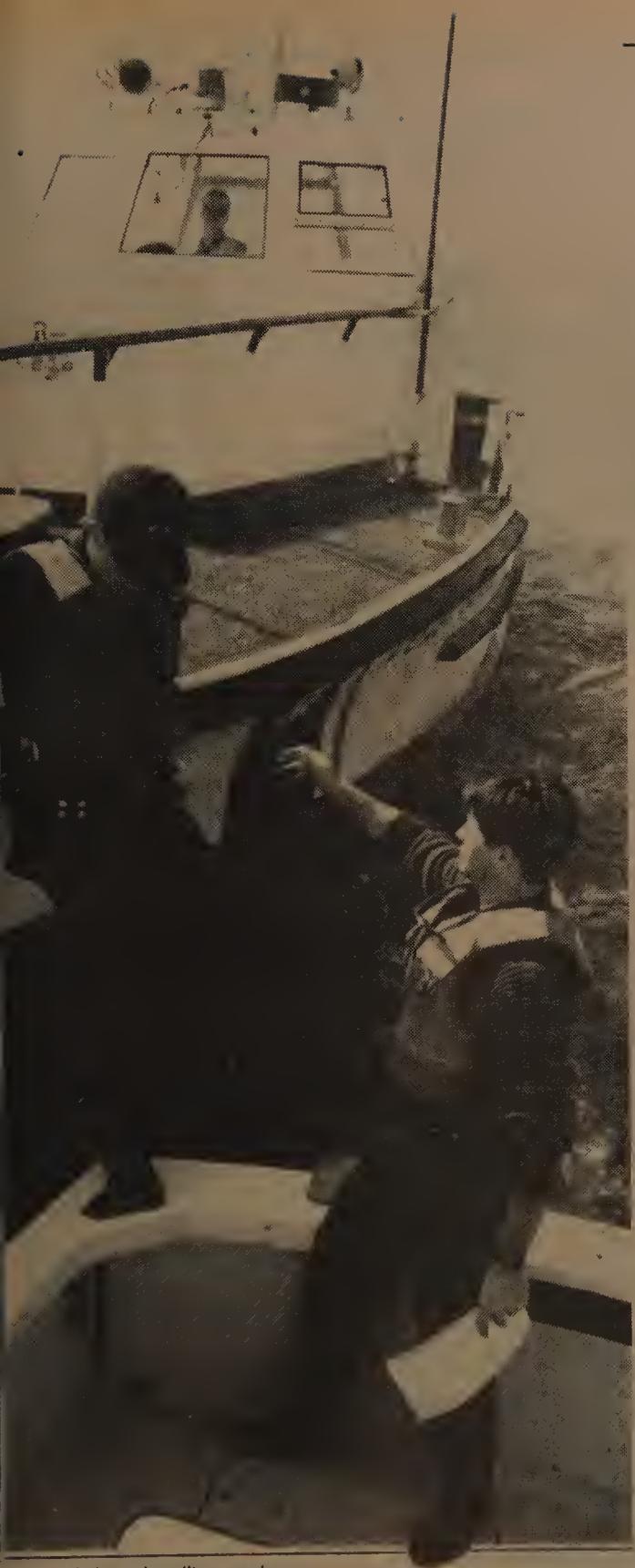
Below, "Try and catch us, coppa!" Just kidding.



we had ever been boarded by the Coast Guard before, we told him 'no'. He told us it was about to happen. Naturally we whipped out our camera and started snapping photographs like crazy before they instructed us to stop. They never did, at least not before we ran out of film.

Due to the competence of the operator of CG 44385, the low speed

BOARDED!



Deft boat-handling made the transfer easy.

transfer of the two boarding officers, the above-mentioned Hart and Alton Scott, to our boat was uneventful. This despite the fact that Scott was operating with a bum knee.

Hart and Scott's manner had a

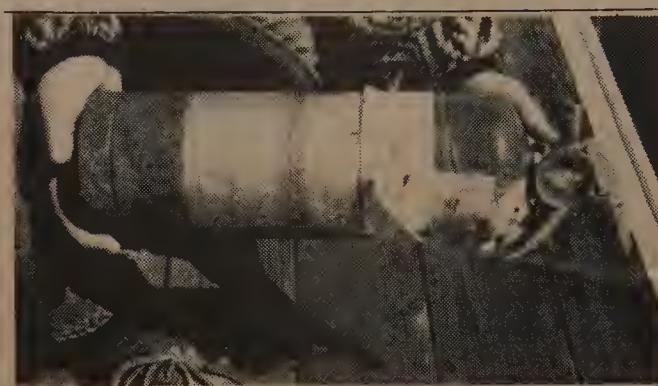
rhythmic pattern. Immediately upon boarding they were in official-ese mode; explaining what they were there for and mildly intoning it would not be worth our while to give them a bad time. When they saw that we cheerfully would cooperate, they kicked back to some friendly patter for awhile. Then they turned 'professional' once again to conduct

business. When that was concluded, they were friendly, posing for photos before taking their leave. To our mind they were a couple of nice guys who conducted themselves in an exemplary fashion.

As for the 'business', they started by inspecting our bilge to see if there was excessive water or fuel down there. And perhaps a hundred of packets of cocaine. In addition they checked to see that the carburetor flame arrestors were in place so we wouldn't blow ourselves over the North Tower of the Golden Gate Bridge.

Then it came time for the registration and fire extinguisher check. We'd been dreading this ever since they first hailed us, for how was the publisher of *Latitude 38* going to explain why the registration was missing and the fire extinguisher out of date?

But by some quirk of fate the registration was aboard, no doubt placed there by some wise employee. And then just as we were about to explain what a funny coincidence it was that we'd been on our way to buy new fire extinguishers, Scott told us that our extinguisher, while looking rusty enough to have been aboard the *Titanic*, was indeed current.



Our ancient fire extinguisher passed muster.

that we not throw the out-of-date ones away. "Who knows," he said, "you may need extra ones sometime and they may still work." He also gave us some tips on the



Alton Scott offers advice on how to safely fire flares.

BOARDED!

use of our flare pistol to prevent eye injuries.

Out of curiosity we asked him how reliable flares were. Did half of them fail or what? He reported that studies show they were very reliable, something like 95 percent success rate. That was encouraging.

Then they checked the blower and the head. The last thing they had us do was demonstrate that our horn worked. We flipped the switch, and the always-reliable horn didn't make a peep. We tried again and again. And again. Finally we went up on the flybridge and tried

the switch up there. The damn thing didn't work.

Scott told us that since everything else appeared to be in order that he wasn't going to write us a citation for violation of #57, but instructed us to get the horn fixed or have a manual one put aboard the boat as soon as possible.

And that was about it. They signed a *Report of Boarding* form, and said if we were approached by another CG vessel in the next six months, we could show them the form and they'd skip the inspection.



Hart and Scott — they made the boarding pleasant.

Before they left we voiced some of the complaints that our readers had with Coast Guard boardings. That some cruisers had been boarded as many as four times in four days. And that boats

were made to heave-to in rough water outside the Gate rather than to sail another ten minutes to more sheltered water.

Both Scott and Hart seemed genuinely mystified that things such as that happened. One of them explained that he'd just returned

from a training session back east where it was made explicitly clear that boats were not to be boarded any more than every six months. As for boarding in rough water as opposed to smooth, both advised us that it wouldn't be conducive to their own health.

Were they being sincere or spouting a Coast Guard line? We're certain they were sincere.

And so it was, we were boarded but not busted, as the only dope the Coast Guard could find was the guy who couldn't make the horn toot.

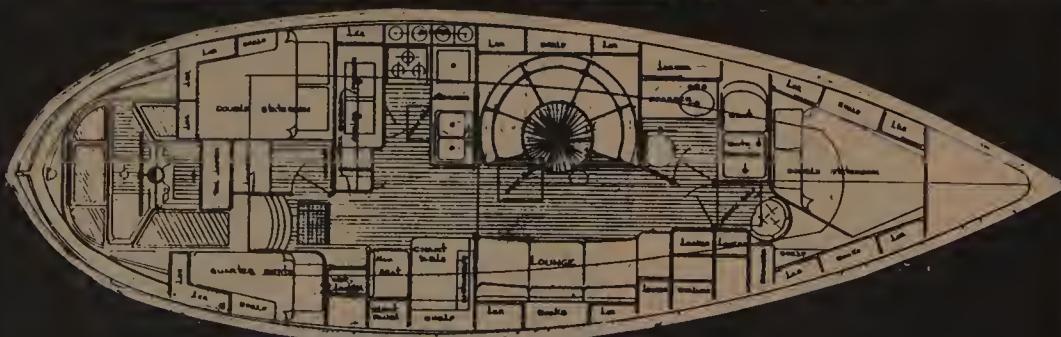
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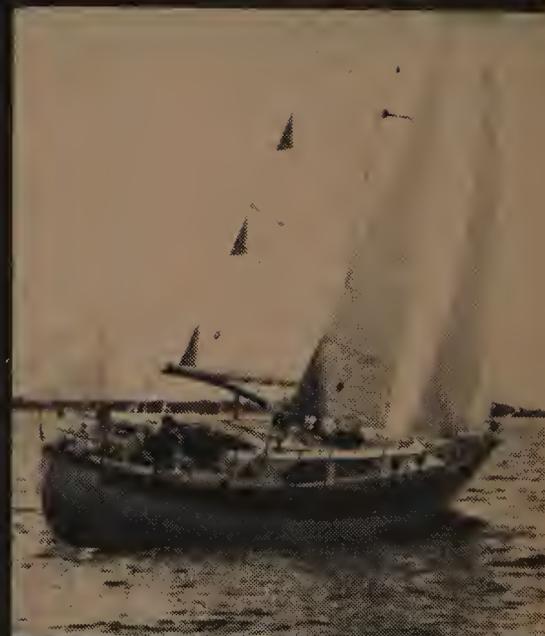


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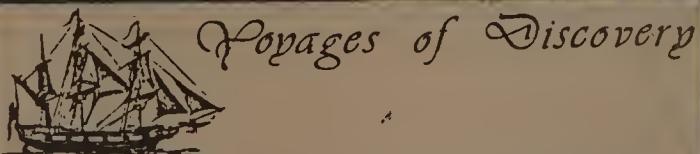
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1987 CREW LIST

It's time for the *Latitude 38* Crew List party.

Our mission is simple. Bring together boats that need crew and crew that need boats, and have fun doing it. On the following pages you'll find eleven categories of sailing-type folks looking either for a boat or a crew. This is the cruising list. The racing list ran last month. Both racers and cruisers are invited to get together at our two parties. More on the parties later.

Interested so far? Here's what to do. Check out the codes in the shaded boxes. Then read the list to find the boat or crew you're looking for. Here's a hypothetical guy who wants to crew on a cruising boat: **Spike Marlin, 39, 333-4444, 21 Normal Way, Petaluma... exp 1 / wants 4 / offers 5.**

Checking the code box, you learn that Spike has no sailing experience, but would like to cruise to Hawaii and the South Pacific this summer. Most skippers heading for Hawaii will probably want a crew with at least some daysailing experience, so Spike may have trouble finding a berth, especially if all he has to offer is 5. "Ornamental skills. I look good in a bikini." Would you go offshore with a guy who claimed to look good in a bikini?

Fortunately Spike is an odd duck, even among sailors, and you'll probably find someone more to your liking on the list. When you do, you can either call the person and invite him or her for a get-acquainted sail, or you can arrange to get together at one of our parties.

This year the parties will be April 8 at the Corinthian YC in Tiburon and April 9 at the Metropolitan YC in Oakland. The party flag will be up from 6 to 9 p.m. both nights. Admission is free if you're on either the racing or cruising lists. Since it cost \$5 for crewmembers and \$1 for boat owners to get on the list, that's how much it will cost to get into the party if you're not on it.

Once inside you'll wear a tag that will have your name and some information to help you find what you're looking for. (We're not sure what Spike is looking for, but we hope he finds it.) You'll also find some *Latitude 38* t-shirts and visors, good food, a no-host bar and maybe a few surprises. They may even surprise us.

Over the years the Crew List parties have proven to be excellent ways to meet interesting people and make sailing plans for the season. You'll find the full range of sailors — novices with the sales tags still on their foul-weather gear to shellbacks who have "done it all".

Every year we say this and every year it probably doesn't do much good, but please don't use the Crew Lists and parties as a dating service. If your sailing partner turns out to be the Special Someone you've been looking for, then we're really happy for you.

But this is intended to be a sailing scene, not a singles scene. Be aware that some skippers will hand you a rope and others will hand you a line. Be sure that you know the difference. It can be confusing, but if it starts out "We seem to have a lot in common . . ." it's a line. If you get tangled, don't say we didn't warn you.

While we're warning you, we should also point out that sailing can sometimes be wet, cold and even dangerous. None of that is our fault, so we take no responsibility for anything that happens to you as a result of the parties or lists. *Latitude 38* offers the Crew Lists as advertising supplements only. We neither make nor imply any guarantee, warranty or recommendation as to the condition of the boats, the character of the people involved. If you use or appear on the lists, you are on your own.

Common sense, as always, is your best guide. Don't try to fill an inside straight, never play cards with a man named Slade, and don't go sailing on a boat that would sink if the pumps quit. Here

are some common sense tips for using the Crew List:

1. Don't call anyone before 6 a.m. or after 11 p.m. Some people do other things during those hours, like sleep. They get cranky if interrupted.
2. Don't call Friday afternoon and expect to go sailing Saturday morning. Make plans at least a week in advance.
3. Don't exaggerate your experience or skill level. You can't bumble the ocean or an experienced skipper.
4. Give everybody a chance, regardless of age. You don't have to be young, old, or even look good in a bikini to be a good sailor. How old was Joshua Slocum? (Of course, he sailed into the Devil's Triangle and was never heard from again, so maybe he's not a good example. But you know what we mean.)

Anyway, good luck. See you at the party. We'll be the one not wearing a bikini.

MEN TO CREW CRUISING

Robert Seilin, 42, (415) 924-7980	exp 2 / wants 1,2 / offers 2,3.
Tom & Josh McCall, 57 & 5, (408) 353-1665	exp 2 / want 1 / offers 6.
Craig Kauffman, 668-9112, Box 6795, S.F., CA 94101	exp 3 / wants 1 / offers 3.
Ray Young, 59, (415) 897-3229	exp 3 / wants 1,2,3,4,5 / offers 1.
Robert LaMont, 40, (415) 563-7786	exp 2 / wants 1,2,4,5 / offers 1,2,3,4.
John Stonich, 39, wk: (408) 971-2002; hm: (408) 353-3948	exp 3 / wants 1,2,3,4 / offers 1.
David Bentel, (415) 326-2140, 1670 El Camino Real #208, Menlo Park, CA 94025	exp 2 / wants 1,2 / offers 3,4.
Randy Ganow, 29, 1-(916) 726-6873, 7775 Pardal Ct., C.H., CA 95610	exp 1 / wants 3,4 / offers 1,2,3.
Timothy Lee Gulley, 20, (707) 579-5762, 4255 Hoen Ave., Santa Rosa, CA 95405	exp 2 / wants 1,2,3,4 / offers 1,3,4.
Larry, 42, 929-9576	exp 4 / wants 3,4 / offers 2,6.
Allen Howard, 39, 456-3092	exp 2 / wants 1,2,3 / offers 1,2,3,4,6.
Michael E. Matz, (415) 965-4812, 192 Central Ave., Mountain View, CA 94043	exp 1 / wants 1,2,5 / offers 1,3,4,6.
Fred Ceisi, 51, (408) 268-9226	exp 4 / wants 2,3,4 / offers 1,2,6.
Mike Fitzgerald, 28, (415) 365-2004	exp 4 / wants 2,3,4 / offers 1,2,3,4.
Steve Lorack, 27, (415) 398-2764 S.F.	exp 2 / wants 1 / offers 3,4.
Henry Faybusovich, 25, 810 Gonzaier Dr. #11-A, San Francisco, CA 94132	exp 2 / wants 1,2 / offers 1,3.
Brad Miller, 40, (209) 431-2639, 41342 Ave. 10½, Madera 93638	exp 2 / wants 1,2 / offers 1,3.
Ken Russel, 36, 848-9878	exp 3 / wants 1,2,4,5 / offers 1,2,3,4,6.
John Stevens, 24, wk: 383-2741; hm: 457-5928	exp 1 / wants 1 / offers 3,4.
Richard Landis, 32, (707) 257-8059	exp 2 / wants 1 / offers 2,4,6.
Dean Nobie, 42, (415) 791-8849	exp 1 / wants 1 / offers 2,3,4,6.
James Mello, 29, (408) 338-7160	exp 3 / wants 1,2,3,4 / offers 1,3,6.
Dave Howard, 41, (916) 985-0863 hm: 440-5932 wk: 105 Chapman Ct., Folsom	exp 2 / wants 1 / offers 2,3.
Chris Lehman, 26, (703) 356-9188, 8601 Dixie Pl., McLean, VA 22102	exp 4 / wants 1,3,4,5 / offers 3,4.
Dick Jordan, 40, hm: (415) 457-3953; wk: (415) 883-8268	exp 2 / wants 1 / offers 1,3,6.
Dennis 'Clancy' O'Mara, 33, (415) 474-1196, 565 Geary Blvd. #209, S.F., CA 94102	exp 4 / wants 1,3,deliveries / offers 2,3,4,6.
Alan Tam, 43, (415) 647-7087, 947 Church St. #3, S.F., CA 94114	exp 3 / wants 1,2,3,5 / offers 1,2,3,4.
Phillip Moe, 61, (408) 374-0875, 1145 Capri Dr., Campbell, CA 95008	exp 2 / wants 1 / offers 2,3.
Frank Magnotta, 40, 422-7285 days; 947-1463 nights	exp 3 / wants 1,2,3,4 / offers 1,2,3,4.
Ed Schmitt, 44, (602) 944-7122	exp 3 / wants 3 / offers 2,3,4,6.
Andrew Zarrillo, 30's, hm: 332-0617; wk: 388-5200, 417 Richardson, Sausalito	exp 2 / wants 1,6 / offers 1,3,4,5.
Jim Dietz, 33, 331-2309	exp 4 / wants 3,4,5,6 / offers 1,2,3.
Gary D. Klatt, 44, hm: (916) 241-2036; wk: (916) 244-1639; P.O. Box 2103, Redding, CA 96099	exp 2 / wants 2,3,4 / offers 2,3.
Gordon Hoehle, 26, (415) 928-1553	exp 2 / wants 1,2.

CRUISING AND DAYSAILING

MEN TO CREW - CONT'D

CODE

My sailing experience is:

- 1 = None, but I'll do anything within reason for the chance. I understand from time to time I'll probably get cold, become seasick, get mad at the owner, and wish like hell I was anywhere but on the boat. I'm still game.
- 2 = Some, at least 20 sails on the Bay, while being active and suffering the normal bruises, cuts and hollering.
- 3 = Moderate, several years active crewing on the Bay or at least one trip to Southern California.
- 4 = Lots, several long ocean passages.

I want to cruise:

- 1 = Locally, around the Bay and up the Delta.
- 2 = Southern California this summer.
- 3 = Mexico this fall/winter.
- 4 = Hawaii and the South Pacific this summer.
- 5 = Seattle and Alaska this summer.
- 6 = Petaluma in a pick-up truck.

I can offer:

- 1 = At least a month of shared expenses.
- 2 = Mechanical skills: engine, electronics, refrigeration.
- 3 = Elbow grease for bottom work, varnishing and other upkeep.
- 4 = Cooking and cleaning skills.
- 5 = Ornamental skills. I look great in a bikini.
- 6 = Mental skills. I may not look like a playmate, but I don't think like one either.

MEN TO CREW - CONT'D

Gerry Fasth, 27, (808) 941-7507, 2211 Hoonanea St., Honolulu, HI 96822 exp 1,2 / wants 3,4,6 / offers 1,3,6.
 Scott Hamm, 36, (916) 541-3144, P.O. Box 14520, So. Lake Tahoe, CA 95702 exp 3 / wants 2,3 / offers 3.
 Michael Devor, 27, 652-6059 exp 2 / wants 2,3,4 / offers 1,3.
 Nye Yee, 32, (916) 686-2319 wk; (916) 971-1045 hm exp 3 / wants 1,2 / offers 3,4,6.
 Walt Tracinski, 38, (408) 725-8236, 20737 Celeste Circle, Cupertino, CA 95014 exp 3 / wants 4,5 / offers 1,2,3,4.
 Frank Ansak, 27, 383-0548, 123 Reed Blvd., Mill Valley, CA 94941 exp 4 / wants 1,4 / offers 3.
 Paul Gore, 29, wk: (415) 887-7764; hm: (415) 589-8389 exp 3 / wants 1 / offers 3,6.
 Ed George, 55, (707) 448-1545, 149 Vista View Dr., Vacaville, CA 95688 exp 3 / wants 1,2,3 / offers 1,3,4.
 Michael Glotzer, 23, (415) 486-1686, 1951 Chestnut St. #312, Berkeley, CA 94702 exp 3 / wants 3,4,5 / offers 1,2,3,4.
 Kyle Reddick, 26, (415) 383-8680, 7 Millside Ln., Mill Valley, Ca 94941 exp 4 / wants 3,4 / offers 2,3.
 Walter Coole, 28, (707) 584-4756 exp 3 / wants 3,4 / offers 1,2,3,4,6.
 Steve, 40, (408) 458-0225, 21 Kite Hill Rd., Santa Cruz, CA 95060 exp 3 / wants 1,2,3,4,5 / offers 1,3,6.
 Richard Falrall, 59, (916) 978-5010 wk; (916) 635-4480 hm; Sacramento exp 2 / wants 2,3,4 / offers 1,2,3,4.
 Bill Moore, 42, (703) 689-3625, Reston, VA exp 3 / wants 1,2 / offers 1,4.
 Ben Elledge, 42, (707) 539-1033 exp 1 / wants 2,4 / offers 1,2,3.
 John M. Kemper, 35, (415) 682-8750, P.O. Box 4022 #134, Concord, CA 94524 exp 1 / offers 3,4.
 Anton Selkowitz, 46, 924-0735, 28 Buena Vista Ave., Corte Madera exp 3 / wants 1 / offers 1,3.
 Peter K. Laflamme, 44, #221-1665 West Broadway, Vancouver, BC, V6J 1X1, (604) 733-3536 msg exp 4 / wants warm waters, almost anytime / offers 1,2.

Kevin A. Walsh, (415) 388-1656 exp 3 / wants 1,2 / offers 2,3,4.
 Peter Rowell, 37, (415) 321-0967, 734 Webster, Palo Alto, CA 94301 exp 2 / wants 1,2.
 Bryan Levien, 24, (415) 521-4709 exp 2 / offers 1,2,3,4,5(boxers).
 Tom Keegan, 29, (408) 267-2831, 1563 Colmery Ln., San Jose, CA 95118 exp 2 / wants 2,3,4,5 / offers 1,2,3,4.
 Alex Hunt, 36, (707) 433-7813 exp 3 / wants 1,4 / offers 1,3.
 Bill Wilson, 43, (916) 644-4264, 6916 Diamond Ct., Pollock Pines, CA 95726 exp 3 / wants 1 / offers 1,2,3.
 George A. Bell, 28, (408) 241-1997 exp 2 / wants 1 / offers 1,2,3,6.
 Paul Szablowski, 29, 676-4362, 1581 Ellis #201, Concord, CA 94520 exp 1 / wants 1 / offers 3,4.
 John Lavelly, 55, (415) 796-7868, 38533 Vancouver Common, Fremont, CA 94536 exp 3 / wants 2,3,4,5 / offers 1,3,4.
 Alex Bustamante, 48, (415) 668-0467 exp 3 / wants 1 / offers 1,3,4,6.
 Jim Chandler (retired), 54, 573-7319, 1405 Via Vista, San Mateo, CA 94404 exp 3 / wants 2,3,4 / offers 1,3.
 Jon Gray, 29, 381-8640 Mill Valley exp 3 / wants 1,2,3,4,5 / offers 1,2,3,4.
 Eli L. Geller, 50, (415) 383-5420 exp 3 / wants 1,2,3,4,5 / offers 1,2,3,6.
 Larry P. Welngarth, 47, (415) 454-7486, Box 1331, Ross 94957 exp 2 / wants 1 / offers 3,4.
 Joel Waldman, 58, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087 exp 3 / wants 1,3,4 / offers 1,2,3.
 Craig Vaughan, 40, 1-(213) 457-5313, 6460 Cavallieri Rd., Malibu, CA 90265 exp 4 / wants 4 / offers 1,2,3,4,6,some navigation.
 Stephen W. Balinski, 29, (408) 943-1278 hm; (415) 562-9300 wk exp 2 / wants 1,2 / offers 2,3.
 Bruce Tschimperle, 29, (805) 648-4704 exp 1 / wants 4,5 / offers 1,2,3,6.
 Michael Seaman, 22, (415) 331-8138, 300 Napa St., Sausalito, Ca 94965 exp 4 / wants 1,4,5 / offers 1,2,3,4,6.
 Gregory Cherry, 24, 731-6902, 1149 Cole St., S.F., CA 94117 exp 3 / wants 1.
 John Stashik, 40, (415) 235-2195, 1528 Lexington Ave., El Cerrito, CA 94530 exp 2 / wants 1,2,3,4,5 / offers 1.
 Mark White, 33, days 431-3323; eves. 641-7102 exp 3 / wants 4 / offers 1,3,6.
 Matt Novak, 36, 653-9356 Berkeley exp 3 / wants 1,2 / offers 2,3.
 Dave Darling, 48, (415) 841-1258 exp 3 / wants 1,3 / offers 1,2,3.
 John A. Bell, 41, (415) 658-7908, 5555 Harbord Dr., Oakland, CA 94618 exp 4 / wants 1,3,4,5 / offers 1,3,4,6.
 Brad, 20, (415) 945-1053 Walnut Creek exp 1 / wants 1,6 / offers 3,5,6.
 Jay Brusseau, 31, (415) 453-3716; 459-9883; P.O. Box 578, San Anselmo, CA 94960 exp 2 / wants 1,2,3 / offers 3.
 Larry Welch, 37, (805) 643-2805, P.O. Box 7959, Oxnard, CA 93031 exp 3 / wants 2,3,4 / offers 1,3,4.

WOMEN TO CREW ON A CRUISING BOAT

Karen Eberwein, 27, (415) 398-2764, San Francisco exp 2 / wants 1 / offers 3,4.
 Doris Dworschak, 24, 1548 Maple St. #37, Redwood City, CA 94063 exp 1 / wants 1,2,3,4 / offers 4,6.
 Sandie, 35, 383-6834 exp 2 / wants 1,3,4 / offers 1,3,4,6.
 Maureen Sugarman, 34, hm: 922-2764; wk: 396-7956 exp 1 / wants 1,4 / offers 3,4,6.
 Michelle, 26, 931-6347 exp 2 / wants 1,2 / offers 3,4,5,6.
 Pat Gibson, 40, 682-8965 exp 3 / wants 1,2 / offers 2,3,4.
 Michelle Pineda, 25, 441-5871 exp 2 / wants 3 / offers 4,5.
 Marti, 40, 332-4398 exp 2 / wants 1,2 / offers 1,3,4.
 Whitney Brooks, 24, (415) 258-9798 exp 3 / wants 2,4,5 / offers 3,4,5.
 Susan, 26, (916) 944-0265, 6738 Lincoln Ave., Carmichael, CA 95608 exp 2 / wants 1,3,4 / offers 3,4,5,6.
 Marilyn Bagshaw, 46, 383-8218, 94 Lovell Ave., Mill Valley exp 3 / wants 1 / offers 4.
 Linda, (415) 443-8229 hm; (415) 422-2459 wk exp 3 / wants 1 / offers 4,6.
 Mari, 33, 453-8349 exp 3 / wants 1,2,3 / offers 1,5,6.
 Anne Cardenas, 45, 752-6807, 196 23rd Ave., San Francisco, CA 96121 exp 2 / wants 1 / offers 3,4.
 Jeanie, 32, 383-2749 exp 2 / wants 1,2,3,4 / offers 1,4,5,6.
 Louise Pender, 35, (408) 275-9964, 319 N. 3rd #2, San Jose, CA 95112 exp 3 / wants 1,3,4 / offers 3,4,5,6.
 Jean Frankovic, 27, (818) 718-8518, 9931 Lurline Ave. #101, Chatsworth, CA 91311 exp 2 / wants 1 / offers 3,4,6.
 Elaine, 32, (415) 897-0962 exp 4,5 / wants 1,2 / offers 1,3,4,6,sailing skills.
 Cathy, 27, (415) 278-2282 exp 2 / wants 1,2,5 / offers 1,4,great crewing skills.

1987 CREW LIST

WOMEN TO CREW - CONT'D

Cynthia Anna, 28, (805) 528-3733, Baywood by the Sea
 exp 4 / wants 4 / offers 1,3,4,5.
 Tammie, 32, P.O. Box 117, Alameda, CA 94501-0577
 exp 3 / wants 3,4,5 / offers 1,2,4,6.
 Audrey, 32, (415) 851-2937 exp 2 / wants 1 / offers 4,6.
 Joan Columbin, 29, (415) 928-1553 exp 3 / wants 1,3,4,6 / offers 1,3,4,5,6.
 Carole A. Kahn, 42, (408) 733-6385 exp 3 / wants 2,3 / offers 1,2,4,6.
 SBS, 31, P.O. Box 178, Inverness, CA 94937 exp 2 / wants 1,5 / offers 1,3,4,6.
 Luda, (415) 376-3114 exp 2 / wants 1,2,4 / offers 1,3.
 Susan Beifuss, 34, (415) 441-6833 exp 2 / wants 1 / offers 1,3,4,5,6.
 Judy, 35, 931-1255 exp 1 / wants 1.
 Mary Lou, 39, 453-8684 exp 3 / wants 1 / offers 3,4,6.
 Linda DeBisschop, 38, (415) 883-1676 eves
 exp 1(as crew),2 / wants 1 / offers 3,4,5,6.
 Suzanne, 26, days (415) 459-1455 ext. 123 exp 2 / wants 1,5 / offers 3,4.
 Jan Watson, 48, (415) 724-8034 Pinole exp 2 / wants 1 / offers 3,4,6.
 Ellen Thomas, 36, (415) 435-4140 Tiburon wants 1 / offers 3,4,5,6.
 Linda, 37, 986-0466 exp 3 / wants 1 / offers 4,6.
 Charlotte, 26, 420-5779 exp 3 / wants 1,2,3,4 / offers 1,3,4,6.
 Cathy, 38, (415) 845-1833 exp 3 / wants 1,6 / offers 1,3,4,6.
 Marina, (415) 381-0123, P.O. Box 636, Mill Valley, CA 94942
 exp 2 / wants 1,2,3 / offers 1.
 Fran O'Brien, 41, (415) 229-3214 exp 2 / wants 1 / offers 4.
 Jean, 49, days 332-7492 exp 3 / wants 1,2 / offers 3,4,6.
 Judy, 39, (707) 257-6729 exp 1 / wants 1 / offers 3,4,5,6.
 Pam Murphy, (415) 567-8616 early a.m. or evenings message
 exp 3 / wants 6 / offers 3,4.
 Patricia, 38, 883-8541 exp 3 / wants 1,2,3,5 / offers 1,4,5,6.
 Sharon Maves, 31, 868-9231 Bolinas exp 3 / wants 1 / offers 3,4,6.
 Alecia Darbonne, 22, (916) 893-2649 exp 1 / wants 4 / offers 3,4.
 Rita Mattsson, 29, (415) 221-0195, 168 19th Ave., San Francisco, CA 94121
 exp 1 / wants 1 / offers 3,4,5.
 Julie, 29, P.O. Box 20513, Oakland, CA 94610 exp 3 / wants 3,4 / offers 1,3,4.
 Sheri, 32, (408) 492-5161 exp 2 / wants 1 / offers 4,6.
 Becky, 33, wk: (415) 422-5318; Livermore hm: (415) 449-9054 machine
 exp 2 / wants 1 / offers 1,6.
 Mary Applegate, 25, 268-8426 exp 2 / wants 4 / offers 3,4,6.
 Virginia Stockinger, 29, (415) 897-3212 exp 2 / wants 1 / offers 3,4.
 Michele, 31, (415) 323-9676 exp 3 / wants 1,3,4 / offers 4,5,6.
 "A.J." Moore, 26, (415) 948-9227 exp 1 / wants 1,2,3 / offers 4,5,6.
 Caryl, 30, P.O. Box 151, Pebble Beach, CA 93953 or (415) 563-0750
 exp 1 / wants 1 / offers 3,5(topsiders).
 Luann, 36, (415) 326-0431 exp 1 / wants 1,2,3 / offers 4,5,6.
 Sharon L. Baker, 37, 623 Main St., Juneau, AK 99801
 exp 3 / wants 5, Australia winter '87/88 / offers 3,4,6.
 Ellen, 29, (415) 364-9717 Redwood City exp 2 / wants 1 / offers 1,3,4,5,6.
 Cindy, 51, P.O. Box 36087, San Jose, CA 95158 exp 2 / wants 1 / offers 3,4,6.
 Angie, 33, (415) 851-3539 exp 1 / wants 1,2,3,4 / offers 3,5,6.
 Nancy, 29, (408) 867-3968 exp 3 / wants 1,2,4 / offers 3,4,5,6.
 Michelle, 31, (415) 323-9676 exp 3 / wants 1 / offers 4,5,6.
 Gale Nasse, 28, 459-1833 exp 3 / wants 3,4 / offers 3,4,5,6.
 Toni Q. Berkeley, 40, 848-8287 exp 3 / wants 1,2,5 / offers 3,4.
 Justine, 36, (408) 288-8595 exp 2 / wants 1,2,4 / offers 4,5,6.
 Alexandra Dixon, 28, (415) 398-2151 days; (415) 563-3036 eves/msgs
 exp 2 / wants 1,2,3,4,5 / offers 1,3,4,5,6.
 Michelle, 35, 331-7128; 676-9768 exp 4 / wants 1,2,3,4,5 / offers 1,3,4,5,6.
 Rachel Simon, 35, P.O. Box 90692, Honolulu, Hawaii 96835
 exp 3 / wants 4 / offers 3,4,6.
 Bert Granger, 48, 830-4544 hm; 887-5838 office exp 1 / wants 1 / offers 6.
 Judy Swalgen, 39, 593-9213, 1327 Pebble Dr., San Carlos, CA 94070
 exp 2 / wants 1,2,4 / offers 3,4.
 Mary Applegate, 25, 268-8426 exp 2 / wants 4 / offers 3,4,6.
 Kathryn, 37, (415) 925-0125 exp 2 / wants 1 / offers 4,5,6.
 Mary Beth, 24, 381-5907 exp 1 / wants 1 / offers 4,5,6.
 Margot Tepperman, 40, (209) 255-3349, 2004 S. Karen, Fresno, CA 93727
 exp 1 / wants 1,2,3 / offers 1,4,5,6.
 Myra, 51, 332-6744 exp 3 / wants 1,3 / offers 1,3,4,6.
 Shessa, 36, (415) 826-5847, 3666 26th St., San Francisco, CA 94110
 exp 2 / wants 1,2,3,4,5.
 Marilyn, 34, 851-4490 exp 2 / wants 1,2,3,4,5 / offers 1,3,4,5,6.
 Lynda Bissell, 36, 381-5446 exp 2 / wants 1,2,4 / offers 4,5.
 Lisa, 27, 849-3993 weekends, eves exp 1 / wants 1,4 / offers 4.
 Connie, 33, 776-4131 exp 1 / wants 1 / offers 3,4.

WOMEN TO CREW - CONT'D

Ann MacKenzie, 35, P.O. Box 546, Sausalito, CA 94966
 exp 3 / wants 1,3 / offers 1,4.
 AnneMarie H. Verleni, 30-40, (415) 490-2526 exp 3 / wants 1 / offers 1,6.
 Jinks, 55, (408) 281-3182 exp 3 / wants 3 / offers 1,6.
 Barbara Fitzgerald, 35, (415) 349-6279 San Mateo exp 2 / wants 1 / offers 4,6.
 Anne Shannon Morgan, 50, (415) 868-9957, Box 283, Stinson Beach, CA
 exp 3 / wants 1,3 / offers 3,4,6.
 Debbie, 33, (415) 846-6721 exp 2 / wants 1 / offers 1,3,4,5,6.
 Carole, 36, (415) 323-3795 exp 3 / wants 1,2,3 / offers 3,4,5,6.
 Cecilia & Peggy, 392-7468 exp 1 / wants 1 / offers 3,4.
 A. Klm Pentecost, 32, (415) 282-9629 exp 1 / wants 1 / offers 4,6.
 Jane Gover, 28, (415) 459-1843 or (415) 388-5408, 387 Lowell Ave., Mill Valley, CA 94941 exp 3,4 / wants 1,2,3,4,5 / offers 1,3,4.
 Fran Sovenson, 24, 775-9823, 2641 Franklin #6, San Francisco, CA, 94123 exp 2 / wants 1,2,3,4 / offers 1,3,4.
 Jackie Tate, 29, 775-9823, 2641 Franklin #6, San Francisco, CA 94123 exp 2 / wants 1,2,3,4 / offers 1,3,4.
 Pamela Saylor, 32, (415) 924-2713, 3-B Montecito, Corte Madera, CA 94925 exp 1,2 / wants 4 / offers 3,4,5,6.
 Terry Robbins, 31, (415) 781-1478 exp 2 / wants 1,2,3 / offers 3,4.
 Dena, 41, (415) 945-1053 Walnut Creek exp 3 / wants 1,2,6 / offers 3,4,5,6.
 Eleanor Hicks, 32, (818) 848-5555; (818) 763-0229 exp 2 / wants 2,3.
 Candace, 31, 523-0503 exp 2.
 Lorraine, 31, 571-6872 exp 2.
 Sarah, 30, 332-9582 exp 2 / wants 1,2,3,4 / offers 1,3,4.
 Viking Vixen, 45, (415) 841-3512 exp 2 / wants 1,2,3 / offers 1,4,5.
 Mary Bertaian, 32, (415) 381-0388 Tiburon, usually in L.A. exp 3 / wants 2 / offers 4,6.

COUPLES TO CREW ON A CRUISING BOAT

Len Tleemann & Linda Messia, 50/39, (415) 792-1539 exp 4 / want 1 / offer 2,6.
 Dave & Marilyn Kinney, 48, (408) 365-9950 exp 2,3 / want 1 / offer 2,3,4.
 Jim & Barbara Rainforth, 40/38, (415) 852-5152 exp 3,4 / want 1, CA coast / offer 2,3,4,6.
 Kathy Lampros & David 'Duck' Duckett, 34/34, (415) 563-1655 exp 1,2 / want 1,2,4,5 / offer 2,3,4,5,6.
 Kathy O'Loughlin & Marc Whitman, 32/37, (415) 584-7059 exp 3 / want 1,2,3 / offer 3,4,6.
 Jeff Walter & Kaye Hatton, 31/27, (408) 249-6306, 1034 So. Winchester Blvd. #1, San Jose, CA 95128 exp 2,3 / want 4,5 / offer 1,3,4,6.
 John & Barb, 50, (408) 688-7097; (408) 662-3558 exp 1,4 / want 2,3,4 / offer 1,2,3,4,6.
 Becky & Frank, 33/40, hm: (415) 449-9054 msg; wk: (415) 422-5316 Livermore exp 2,4 / want 1 / offer 1,6.
 Christopher deLellis & Robbi Dunham, 36/31, (415) 381-8057 exp 1 / want 1 / offer 1,3,4,6.
 Sebovia Bader & Heather Robinson, 34/28, (415) 459-1633 San Rafael exp 3 / want 1,3,4 / offer 1,3,4,5,6.
 Lisa Lambrecht & Bruce Tschimperle, 25/29, (805) 648-4704 exp 1 / want 4,5 / offer 1,2,3,4,6.
 Bill & Mary Massey, 42/36, (415) 697-9237 exp 1 / want 1,5 / offer 3,4.
 Doug & Diana Groom, 42/33, 1110 Alvernaz Dr., San Jose, CA 95121 exp 2 / want 2,4,5 / offer 1,3,4,6.

MEN LOOKING FOR CRUISING CREW

George Spelyin, 43, (415) 856-6948, Bombay Clipper, Hawaii wants 2/should 2,3,7,9.
 David, 35, P.O. Box 90256, Santa Barbara, CA 93190, Columbia 26, Channel Is., 3/87, 4/87, 5/87 wants 2/should 3,7,9.
 D. Lucas, 50, (415) 523-6002, Marina View Towers, Alameda, Nor'Sea 26, local, East Bay wants 2/should 3,7,8.
 Jim Bandy, 45, (415) 583-2051, Passport 42, Bay, Delta, coastal, year-round wants 2/should 3,7.
 Ed Howard, 57, Yate Southern Cross, Marina San Carlos, Apartado Postal 565, Guaymas, Sonora, Mexico, Westsail 42, So. Pacific & New Zealand, 5/15/87 wants 2/should 3,7,8.

CRUISING AND DAYSAILING

CODE

My boat is a

1/we plan to sail to

On about this date

I am looking for crew:

1 = That is male.

2 = That is female.

3 = Whose sex is unimportant.

My crew should:

1 = Be willing to share basic expenses such as food and fuel.

2 = Be willing to bust butt preparing the boat.

3 = Have more desire than experience.

4 = Have lots of ocean experience.

5 = Know celestial navigation, really know it.

6 = Have mechanical skills for the engine, refrigeration, etc.

7 = Be unattached and unopposed to the possibility of a friendship blossoming.

8 = Look good in a bikini.

9 = Understand and appreciate Nietzsche.

MEN LOOKING - CONT'D

Robert Trisler, 38, P.O. Box 52, San Carlos, CA 94070, Ericson 32' sloop, coast, Bay & Delta, year-round want 3/should 1,2,3,7.

Carl Busse, 42, (213) 834-4700, Yacht EOS, Berth 204, Port of Los Angeles, Wilmington, CA 90744, Custom 52' ketch, Mexico, So. Pacific, New Zealand & Australia, spring '87 wants 2/should 1,2,3,7,8.

Roger Anderson, 41, P.O. Box 262, Friday Harbor, WA 98250, 55' Herreshoff schooner, New Zealand, 5/1/87 wants 2/should 1,2,7.

MarDell Casto, 46, (408) 297-7542 hm, Perry 47' Litton Marine, Baja, Marquesa, Society, 3/87 wants 3/should 1,2,4.

Doran Cushing, 40, (213) 516-7124 days; 331-0964 eves, Box 364, Torrance, CA 90508, 35' cutter Niagara, Mexico & west, 11/87 want 3/should 1,2,3.

Hubert Schoenherr, 51, (213) 534-8300 ext. 341, 1627 N. Wilmington Blvd., Wilmington, CA 90744, CT-35 aux. ketch, Sea of Cortez, 1/26/88 wants 3/should 1,3,7,9.

Hans Lowhurst, 59, (415) 854-2874, Catalina 30', anywhere, anytime wants 2/should 3,7,8,9.

Pete Austin, 51, (916) 782-3155, 350 Atlantic St., Roseville, CA 95673, Peterson 44', Mexico, 11/87 wants 3/should 1,2,6.

Les Thompson, Jr., 653-3125, Islander 29, Mexico, soon wants 2/should 1,3,7.

Bob Grinstead, 63, (415) 934-7424 hm; (415) 944-2077 wk; chartered/split costs, daysailing in S.F. Bay, anytime wants 3/should 1,3.

Vic Viviano, 48, (415) 521-1733, Perry 47, South Pacific, 6/87 wants 2/should 3,7,8.

Paul May, 37, (415) 852-4726 midnight—8 a.m. Wed-Sun., 29' Herreshoff sloop, Bay, Delta, coast & beyond, year-round wants 2/should 1,2,3,7.

Clive King, 43, 332-8544, 54' ketch, Mexico +, winter '87 wants 3/should 1,2,3,7,8,9.

Joe Brown, 44, 869-3222 wkdays, 27' Catalina, Bay & Delta, weekends wants 2/should 3,9.

Chuck Kleinwachter, 63, (916) 481-4927, 3361 Cosmos Ave., Sacramento, CA 95864, 28' Lancer, Gulf intercoastal, 3/88, 4/88, 5/88 all or part want 3/should 1,3.

Fred Quigley, 52, (707) 554-1158, Aries 32, 7/89 wants 3/should 1,2.

Richard Stelnke, (415) 332-7757 days; 331-9287 eves; 45' wood sloop, Seattle 7/6/87, So. Pacific 1988 wants 2/should 2,3,4,7,8,9.

MEN LOOKING - CONT'D

Nabil B. Faragallah, 41, P.O. Box 189, Haleiwa, HI 96712, Vagabond 42, open-ended world cruise, late summer '87 wants 3/should 1,3,8.

David Janos, 39, P.O. Box 6294, San Diego, CA 92106, 36' trimaran, San Juan Is., Alaska, July 1 wants 2/should 1,3,7.

Rick Linkemyer, 33, 1921 A. Courtyard, Capitola, CA 95010, Olson 40, from Hawaii to Santa Cruz, 7/24, 7/26/87 wants 1/should 4.

George Foglesong [Jim], 62, (415) 422-4665, Corbin 39, Marquesas-New Zealand, 4/10/87 wants 2/should 1,3,4,9.

Wayne Silva, 35, 4464 Castellar St. #103, San Diego 92107, 38' ketch, South Pacific, 10/87-11/87 wants 3/should 1,4.

Stan Starkey, 50, (415) 422-0298, Cheoy Lee Offshore 40 yawl, S.F. Bay, Channel Is. - 9/87 wants 3/should 1,2,3.

Phil Harten, 57, P.O. Box 3372, Vallejo, CA 94590, Freedom 21, Delta, Bay & coastal, after 4/20/87 wants 2/should 3,7.

John Pitkin, 37, (415) 522-5949, Catalina 30, Bay, coast & Delta, 6/1-9/87 wants 2/should 1,3,or4,7.

Cameron, 37, (916) 969-1388, P.O. Box 468, Carmichael, CA 95608, Balboa 27, Mexico, Bay & Delta, Bahamas, San Juans, FL Keys, various '87 wants 2/should 1,3,7,8.

Tom Smith, 42, (408) 274-1555, McGregor 25, trailer to Mexico, date open wants 1/should 1,7,8.

Steven Ray, 29, 361-1194 wk; 366-9343 hm; Cavalier 39, Delta, Monterey, spring/fall wants 2,3/should 1,2,3,7,8.

Darryl, 44, (408) 773-9089, Hunter 31, coastal cruising, summer '87 wants 2/should 3,7,8.

Leslie M. Goldner, 45, 929-8596, 55' ketch, poss. Mexico in fall & local, plans open wants 2/should 2,4,7.

Daniel A. Granahan, 32, (415) 352-2949, Ranger 22, S.F. Bay Area, spring & summer wants 2/should 1,3.

Dieter Platz, 46, P.O. Box 12011, El Cajon, CA 92020, 35' Baba cutter sail, Mexico, Caribbean, 11/87 wants 2/should 1,3,7.

Dan Wallace, 32, (415) 655-0262, P.O. Box 20513, Oakland, CA 94620, Contest 30, locally Bay & Delta, open wants 2/should 1,3,7.

Peter McDonald, 37, c/o yacht Yehudi, Gen. Del., Vavau, Neiafu, Kingdom of Tonga, Vancouver 27, Vavau Group immediately, New Zealand later wants 2/should 1,3,or4,7,8?

Norm Brewer, 43, P.O. Box 30621, Portland, OR 97230, Mercator 30, South Pacific, New Zealand, 4/15-30/87 wants 2/should 3,7,8.

Don Bir, 37, (305) 527-1450, 1116 S.W. 6th St., Ft. Lauderdale, FL 33312, Nordic 44, Malne, Bahamas, Caribbean, Mexico, Hawaii, etc. then who knows, summer '87 wants 2/should 3,7,8.

Dean Dietrich, 567-2370, Norseman 447, Mexico, 12/87 wants 2/should 2,3,7,8.

E.B. Manan, 67, 4405 Likini St., Honolulu, HI 96818, 55' Herreshoff 'Marco Polo' Schooner, from Mobile, Alabama to Pearl Harbor, HI, 6/1/87 wants 3/should 1,2.

Don McNabb, 48, hm: (415) 872-2325; wk: (408) 756-9493, 42-ton Colin Archer 45' steel ketch, Bay/coast until '89 to Singapore wants 2/should 1,2,3,7,8.

Al MacDiarmid, 55, Gen. Del., Alviso, CA 95002, Freedom 28 cat-ketch, Delta summer, Mexico fall, after all cruising kick-off parties wants 2/should 1,3,7.

Philip E. Flanders, 59, P.O. Box 2265, Heber, CA (Puertecitos mail) 92249 Catalina 25, Sea of Cortez (boat there now), March till June wants 2/should 1,3,7.

Dean Wilson, 30's, (415) 644-0123, P.O. Box 9409, Berkeley, CA 94709, 41-ft ketch, Mexico & ??, Sept-Oct wants 2/should 1,3.

Gene Vick, 48, (415) 522-5772, 35' U.S. Yacht Motorsaller, Bay, Delta area, Farallons, year-round wants 2/should 1,2,3,7.

Max, 34, (213) 822-2506, P.O. Box 9833, Marina del Rey, CA 90295, 45' van de Stadt cutter rigged sloop, March 21 wants 1,2/should 2,3,4,6,non-smoker.

Lenny Barad, 65, (619) 223-4811, 1751 Sonora, Palm Springs, CA 92264, 44' Mason ketch, local Dana Pt. now, Mexico 11/87 wants 2/should 2,3,7,8,9.

Cliff Wade, 45, (415) 368-3648, P.O. Box 3763, Redwood City, CA 94064, 34' ketch, Mexico - short cruises, 6/88 wants 2/should 2,7.

Ralph Naines, 40, 381-6925, 42 Glen Dr., Mill Valley, CA 94941, Irwin 37 ketch, boat in Mexico wants 2/should 3,7.

Paul, 567-4945, 58' ketch, Bay sail, coastal cruise wants 3/should 1,2,3,7.

Andrew Kurtz, 28, (415) 236-7627 boat; (707) 584-4565 work; Ericson 32, Catalina, July wants 2,3/should 1.

Don Dackins, 50+, 654-5433, 41' ketch, Bay, offshore, Puget Sound, summer '87 wants 2/should 2,3,7.

Charlie Smith, 48, (206) 928-3182, P.O. Box 53, Joyce, WA 98343, 51' steel schooner, New Zealand, Australia & on around, fall '87 wants 2/should 2,3,7.

1987 CREW LIST

MEN LOOKING — CONT'D

Jim Wolf, 50, (209) 299-6234, 5278 E. Herndon, Clovis, CA 93612, 32' cutter, Channel Is., So. Cal, Mexico, So. Pac? June '87 wants 2 / should 2,3,7,8.
Heinz H. Cappel, 64, c/o L. Vodden, P.O. Box 231, Meadow Vista, CA 95722, CT 41 ketch, Mexico, So. Pac., 11/87 wants 2 / should 2,3,7,9.
Tom Appleton, 55, P.O. Box 991, W. Sacramento, CA 95691, 36' cutter, Mexico-Pacific, Sept/Oct. wants 2 / should 1,2,7.
Gene Barnum, 45, (619) 425-6034, Box 7984, Chula Vista, CA 92012, Westsail 43, Mexico & So. Pacific, ASAP wants 2 / should 1,3,7.
Jonathan Leavitt, 44, 420-1866 Emeryville, International Folkboat, Bay, year-round wants 2 / should 2,7.
Greg Stach, 40, weekdays 332-4462, 39' cruising cutter, Channel Islands, Sept. wants 3 / should 1,2,4, SCUBA certified.
Gene Carapetyan, 44, (213) 426-5500 days, P.O. Box 2903, Long Beach, CA 90801, Catalina 38, So. Pac. & New Zealand, 5/88 wants 2 / should 1.
Simon Elman, 41, (707) 996-1954, P.O. Box 1354, Sonoma, CA 95476, 28' sloop (Great Dane), So. Cal, Mexico & beyond, 6,7/87 wants 2 / should 2,3,7.
Robert Fremont, 29, Box 6401, San Diego, CA 92106, 38' Atkins Ingrid, Mexico-So. Pac, fall '87 wants 2 / should 1,3,7,8.
Chuk Williams, 39, P.O. Box 6113, San Diego, CA 92106, 40' Sparkman & Stephens yawi, Mexico-So. Pac, 11-12/87 wants 2 / should 1,3,7,8.
George Kuzma, 56, P.O. Box 2455, Santa Cruz, CA 95063, 22' Catalina, on Lake Tahoe, 8/3—8/28 wants 2 / should 1.
David Freeman, 31, 1365 9th Ave. #3, S.F., CA 94122, Spencer 42, Mexico, Caribbean, 11/1/87 wants 3 / should 1,3,6,7.
Bob Huebner, 56, 1352 Olympia, Campbell, CA 95008, Sunstream 37 cat., England to Med., Canaries, Carib. & S.F., 6/87 wants 2 / should 2.
Don Olsen, 27, 555 N. Harbor Dr., Redondo Beach, CA 90277, Chalienger 32, locally now, Mexico winter 87/88 wants 2 / should 1,3,7.
Kurt, 50, (415) 588-3039, 40-ft sloop, Mexico, 10/87 wants 3 / should 1,2,3.
Rod Schoenlank, 65, Gen. Del., El Grenada, CA 94018-9999 (Half Moon Bay) Newport 40, Mexico & points beyond, summer '87 wants 2 / should 1,2,3,7.
Rick Seapeace, 39, 459-2913, 40' Pilothouse sailboat, New Zealand, before they drop the big one wants 3 / should 1-9.
E. Carson, 49, P.O. Box 1785, San Pedro, CA 90733, CT-41, Mexico & beyond, 10/87 wants 2 / should 1,2,7,8.
Lan Krug, 46, (206) 451-1214, 10523 S.E. 32nd St., Bellevue, WA 98004-7440, 45-ft ketch, Seattle (via Hawaii?), mid-April—June '87. wants 3 / should 1,3,4.
Gene Shadford, 57, (805) 968-1972, P.O. Box 934, Goleta, CA 93116-0934, Catalina 30 in Friday Harbor, British Columbia, June-Sept., any part wants 3 / should 1,3,9.
Lloyd Watson, 56, 221-9090, 205 16th Ave., San Francisco, CA 94118, Columbia 36, San Diego, November wants 2 / should 1,2,3,7,8.
Frank Wallace, 42, (209) 369-2815, P.O.B. 167, Victor, CA 95253, Bristol 29.9, Seattle July or Sept., Delta thru-out summer wants 3 / should 1,3.
Tom Appleton, 55, P.O. Box 991, W. Sacramento, CA 95691, 36' cutter, Mexico/Pacific, Oct. wants 2 / should 1,2,7.
Steven Joaquin, 50, (916) 345-1842, P.O. Box 3511, Chico, CA 95927, San Juan 28, Mexico, So. Pacific, 12/87 wants 2 / should 1,3,4,7.
Bill Burtch, 66, (408) 425-7759, P.O. Box 2487, Santa Cruz, CA 95063, Traveller 32-ft, Mexico, Hawaii (spring), 10/15-11/1/87 wants 3 / should 1,2,4,5,6.
Jerry Furst, 40, 228-3888, 30' sloop, locally around Bay & up the Delta, every weekend, some weekdays wants 2 / should 1,3,7,8.
Raiph Hatch, 53, (415) 237-0590, P.O. Box 2561, Richmond, CA 94802, 35' Chalienger sloop, Mexico, maybe Hawaii, then Panama & Caribbean, June wants 2 / should 2,4,7.
Howard Gates, 43, (408) 257-4325, Catalina 22, Bay sailing, all year wants 2 / should 1,3,7,8.
Phil Lapin, 41, (415) 363-8331, Columbia 26, Bay, Delta, coastal, summer '87 wants 2 / should 2,3,7.
Ron Kemper, 45, (415) 383-1950, Mill Valley, Newport 30, Bay, Delta, coastal, summer '87 wants 2 / should 1,3,7.
Dave, 48, 841-1258, Rawson 30, Bay & Delta, days/weekend, till we get it right wants 2 / 3.

WOMEN LOOKING FOR CRUISING CREW

Carole Kahn, 42, (408) 733-6385, Ericson 32 sloop, Monterey, So. Calif., Mexico, date negotiable wants 1,2 / should 1,2.
Marianne Pasa, 48, (702) 852-4029, 22-ft Balboa, Lake Tahoe, all summer wants 1 / should 1,2,3,6,7.

COUPLES LOOKING FOR CRUISING CREW

Jim & Nancy Scaia, 52, (415) 283-2753, Hans Christian 43 K, coastal cruising, spring & summer want 3.
John & Margie Meracie, 65, 367-0777, P.O. Box 5703, Redwood City, CA 94063, 50' ketch, offshore, cruising this spring & summer want 3 / should 1,2,3.

MEN FOR CASUAL DAYSAILING

George A. Bell, 38, (408) 241-1997; Bill Wilson, 43, (916) 644-4264; Brad Miller, 40, (209) 431-2639, 41342 Ave. 10 1/2, Madera, CA 93638; Bill Sullivan, 40, (415) 349-8408 Foster City; John Stashik, 40, (415) 235-2195; Robert Naber, 30, (415) 323-5639; Michael Sondin, 27, wk: (415) 428-2855, hm: (415) 763-9377; Howard Marantz, 45, (415) 389-8902; Joel Waldman, 58, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087; Eli L. Geiler, 50, (415) 383-5420; Bryan Levien, 24, (415) 521-4709; Peter Rowell, 37, (415) 321-0967, 734 Webster, Palo Alto, Ca 94301; Anton Seikowitz, 46, 924-0735, 28 Buena Vista Ave., Corte Madera; Eric Peterson, 28, (415) 933-6918, 111 Poshard St., Pleasant Hill, CA 94523; John M. Kemper, 35, (415) 682-8750, P.O. Box 4022 #134, Concord, CA 94524; Walter Coole, 28, (707) 584-4756; Steve, 40, (408) 458-0225; Quinn McKinnon, 29, 863-1508, 34 Pond St., San Francisco, CA 94114; Walt Traginski, 38, (408) 725-8236; Nye Yee, 32, (916) 686-2319 wk, (916) 971-1045 hm; Dennis Minnick, 39, 564-9498; Jim J., 24, (415) 221-4754; Paul A. LaMarche, 50, (408) 998-1864, 846 Harliss Ave., San Jose, CA 95115; Gordon Hoehle, 26, (415) 928-1553; Chris Plona, 30, 492-9530; Alan Tam, 43, (415) 647-7087, 947 Church St. #3, San Francisco, CA 94114; Dennis "Clancy" O'Mara, 33, (415) 474-1196, 565 Geary Blvd. #209, San Francisco, CA 94102; Dick Jordan, 40, wk: (415) 883-8268, hm: (415) 457-3953; Frank Magnotta, 40, 422-7285 days, 947-1463 nights; John Stonich, 39, wk: (408) 971-2002, hm: (408) 353-3948; Phillip Moe, 61, (408) 374-0875; Walter Moch, 60, 547-4671, 141 Bell Ave., Piedmont; Doug Crafts, 25, (408) 448-0687; Craig Kauffman, 33, 668-9112; Box 6795, San Francisco, CA 94101; Timothy Lee Guiley, 20, (707) 579-5762; Peter Andree, 33, 367-1534 wk, 364-8028 hm; Robert Seilin, 42, (415) 924-7980; Michael Matz, 23, (415) 965-4812, 192 Central Ave., Mill Valley 94043; David Bentel, (415) 326-2140, 1670 El Camino Real #208, Menlo Park, CA 94025; Ray Young, 59, (415) 897-3229; Bill, 50, (415) 838-2226; Chuck Snyder, 39, (415) 949-1682; Steve Ray, 29, 366-9343 hm, 369-6341 wk; Al MacDiarmid, 55, Gen. Del., Alviso, CA 95002; Willy Rorke, 34, (415) 339-2502; Howard Gates, 43, (408) 257-4325; Jerry Furst, 40, 228-3888; Dave, 48, (415) 841-1258; John A. Bell, 41, (415) 658-7908, 5555 Harbord, Oakland, CA 94618; Brad, 20, (415) 945-1053 Walnut Creek; Jay Brusseau, 31, msgs: 453-3716, hm: 459-9883.

WOMEN FOR CASUAL DAYSAILING

Cathy, 27, (415) 278-2282; Mary Lou, 39, 453-8648; Michelle, 26, 931-6347; Maureen Sugarman, 34, hm: 922-2764, wk: 396-7956, 2186 California St. #26, S.F., CA 94115; Sandie, 35, 383-6834; Shari Donahue, 35, (415) 363-8047 hm, (415) 349-2676 wk, leave message; Toni Q. Berkeley, 40, 848-8287; Michelle, 31, (415) 323-9676; Cindy, 51, P.O. Box 36087, San Jose, CA 95158; Eileen, 29, (415) 364-9717; Susan, (916) 944-0265, 6738 Lincoln Ave., Carmichael, CA 95608; Linda, 31, (415) 443-8229 hm, (415) 422-2459 wk; Carole, 36, (415) 323-3795; Jane Carmosino 'JC', 35, (408) 354-4118; Kathryn, 37, 925-0125; Mary Beth, 24, 381-5907; Rita Coy, 39, (415) 235-2195; Shessa, 36, (415) 826-5847, 3666 20th St., San Francisco, CA 94110; Marilynn, 34, 851-4490; Lynda Bissell, 36, 381-5446; Susan Belfuss, 34, (415) 441-6833; Judy Swaigen, 39, 593-9213, 1327 Pebble Dr., San Carlos; Bert Granger, 48, 830-4544, 867-5838; Michelle, 35, 331-7128, 676-9768; Alexandra Dixon, 28, (415) 398-2151 days, (415) 563-3036 eves/msgs; Luann, 26, (415) 326-0431; Caryl, 30, (415) 563-0750 or P.O. Box 151, Pebble Beach, CA 93953; "A.J." Moore, 26, (415) 948-9227; Virginia Stockinger, 29, (415) 897-3212; Becky, 33, wk: (415) 422-5316, hm: (415) 449-9054 Livermore; Avis, 40, (415) 583-4079; Sheri, 32, (408) 492-5161; Dian Biomquist, 46, 776-2740; Sharon Marks, 1, 868-9231; Patricia, 38, 883-8541; Judy, 39, (707) 257-6729; Linda, 37, 986-0466; Charlotte, 26, 420-5779; Marina, (415) 381-0123, P.O. Box 636, Mill Valley, Ca 94942; Jean, 49, days 332-7492; Susie Shoaf, 37, (415) 931-0534 San Francisco; Eileen Thomas, 36, (415) 435-4140 Tiburon; Jan Watson, 48, (415) 724-8034 Pinole; Linda, 38, 883-1676; Suzanne, 26, days (415) 459-1455 ext. 123; Whitney Brooks, 24, (415) 258-9798; Jeanie, 32, 383-2749; SBS, Box 178, Inverness, CA 94937; Louise Pender, 35, (408) 275-9964, 319 N. 3rd #2, San Jose, Ca 95112; Bonnie, 44, (415) 652-1426; Marilyn Bagshaw, 46, 383-8218;

CRUISING AND DAYSAILING

CODE

I/we want to co-charter for _____ weeks in the _____ (spring, summer, fall, winter) of 1987.

Sailing experience:

- 1 = Little or none. I'll need a co-charter to skipper and give direction.
- 2 = Moderate. I sail regularly and have chartered before. Prefer co-charter of at least equal proficiency.
- 3 = Lots. I've sailed and/or chartered many types of boats and am a competent skipper. Would be willing to co-charter with less experienced party.

I/we prefer to co-charter:

- 1 = Bareboat (we sail).
- 2 = Crewed (professional skipper and/or crew).
- 3 = With other couples.
- 4 = With other singles.
- 5 = A 30- to 40-foot boat with one or two other people.
- 6 = A medium (40-to-55-foot) with four to six other people.
- 7 = A large boat 60 feet or more, the more co-charterers the merrier.
- 8 = Big O. *Latitude 38's* crewed Ocean 71 in the Caribbean. (You will be contacted by *Latitude 38*.)

I/we want to charter:

- 1 = San Francisco Bay.
- 2 = Southern California.
- 3 = Mexico.
- 4 = Hawaii.
- 5 = Pacific Northwest.
- 6 = Caribbean.
- 7 = Mediterranean.

WOMEN FOR DAYSAILING - CONT'D

Pat Gibson, 40, 682-8965; Judy, 35, 931-1255; Candy Kane, 25, 468-6800 wk, 673-3865 hm; Maureen, 34, 934-0369; Elaine, 32, (415) 897-0962; Joan Columbini, 29, (415) 928-1553; Anne Shannon Morgan, 50, (415) 868-9957, Box 283, Stinson Beach, CA 94970; Barbara Fitzgerald, 35, (415) 349-6279 San Mateo; Dena, 41, (415) 945-1053 Walnut Creek; Candace, 31, 523-0503; Lorraine, 31, 571-6872; Viking Vixen, 45, (415) 841-3512; Kristin Kopinski, (415) 751-1894, 246 Ninth Ave. #2, San Francisco, Ca 94118; April, 25, (415) 424-9525; Pamela Saylor, 32, (415) 924-2713, 3-B Montecito, Corte Madera, Ca 94925. Jinks, 55, (408) 281-3182; A. Kim Pentecost, 32, (415) 282-9629; Jane Gover, 28, (415) 459-1843, 387 Lowell Ave., Mill Valley, CA 94941.

COUPLES FOR CASUAL DAYSAILING

Frank & Reilla Lossy, 49+, 527-2293; Chuck Snyder & Gail Turner, 39/40, (415) 949-1682; Todd Ray & Sandy Reeve, 25/22, 339-1987, 362-6065 Todd wk; Dawn Balinski and/or Stephen W. Balinski, 29, (408) 943-1278 home, (415) 562-9300 work; AnneMarie H. Verieni & Bill Nelson, 30/40, 490-2526; Steve & Olga Bennett, 40/38, (707) 585-1037, 529 Mt. View Ave., Santa Rosa, CA 95407; Christopher deLeulls & Robbi Dunham, 36/31, (415) 381-8057; Becky & Frank, 33/40, hm: (415) 449-9054, wk: (415) 422-5316 Livermore; Mark and Claudia Welch, 34, (707) 864-0190; Kathy O'Loughlin & Mark Whitman, 32/37, (415) 584-7059; Dick & Pilar Clark, (415) 892-1814 Novato, CA; Dan Rausch & Connie, 38/40, (415) 327-2014; Rob & Jackie Dailey, 30/23, 485-5492, 255 Bahia

COUPLES FOR DAYSAILING - CONT'D

Pl., San Rafael, Ca 94901; Jim & Elaine McPherson, 37, (707) 763-8361, 1828 Village East Dr., Petaluma, CA 94952; Dean & Gloria Noble, 40's, (415) 791-8849; Bob & Kathy Callister, 44/39, (415) 355-1417 eves; Dave & Marilyn Kinney, 48, (408) 365-9950; Allen Howard & Cindy Grissin, 36/39, 456-3092; Martin & Christine Bielik, 30's, 924-2397; Bill & Mary Massey, 42/36, (415) 697-9237; Doug & Diana Groom, 42/33, (408) 226-6225; Jackie Tate & Fran Sorenson, 29/24, 775-9823; Steve & Carrie Fisher, 47, (408) 723-0619, 4318 Camden Ave., San Jose, CA 95124.

MEN WITH BOATS FOR DAYSAILING

Bill Sullivan, 40, (415) 349-8408 Foster City; Bob Ritchie, 50, 331-9316; John Litkin, 37, (415) 522-5949; Daniel A. Granahan, 32, (415) 352-2949; Matt Matthews, 32, (415) 875-1271, P.O. Box 5188, So. San Francisco, CA 94083-5188; Phil Harten, 57, P.O. Box 3372, Vallejo, CA 94590; Russell Breed, 33, (415) 574-2251, 1041 Shell Blvd., Foster City; Darryl, 44, (408) 773-9089; Marty Burks, 28, hm: 443-6358, wk: 447-0805; Hans Lowhurst, 59, (415) 854-2874; Allan W. McKee, 43, (415) 537-1619; Jeff Sampson, 32, (415) 469-9852; Steve Ray, 29, 369-6341 wk, (415) 366-9343 hm; Skip Nelson, 35, P.O. Box 170444, San Francisco, CA 94117; Les Thompson, Jr., 46, 653-3125; Cralg, 34, (408) 356-3957 after 7 p.m. weekdays; David R. Fiorito, 38, (619) 294-8340, 2731 Shelter Is. Dr. #266, San Diego, CA 92106; Joe Brown, 44, 869-3222 weekdays; Ron Fenster, 45, (415) 369-1287; Les Clute, 55, (408) 993-1189, 349 Page St. Apt. D, San Jose, CA 95126; Larry Krieger, 39, P.O. Box 3660, Santa Clara, CA 95055; Ray Young, 59, (415) 897-3229; Dan Wallace, 32, (415) 655-0262, P.O. Box 20513, Oakland, CA 94620; Cameron, 37, (916) 969-1388; Bob Grinstead, 63, (415) 934-7424 hm, (415) 944-2077 wk; Peter Andree, 33, 364-8028 hm, 367-1534 wk; Ed, 42, 536-5242 Alameda-Oakland area; Richard A. Shema, 30, SMC 2832, NPS, Monterey, CA 93943; George Spelvin, 43, (415) 856-6948; Jim Feil, 30, Box 4428, Mountain View, CA 94040; Stan Zaroda, 31, (415) 948-4127; Cralg Dahl, 32, (415) 346-7195; Lan Krug, 46, (206) 451-1214, 10523 S.E. 32nd St., Bellevue, WA 98004-7440; Rick Seapeace, 39, 459-2913; Bob on Geisha, 35, 769-8542, Box 1308, Alameda, CA 94501; Kurt, 50, (415) 588-3039; George Kuzma, 56, P.O. Box 2455, Santa Cruz, CA 95063; Jonathan Leavitt, 44, 420-1866 Emeryville; Monty Rowell, 30, (415) 591-9561; Paul, 567-4945; Mike Woodbury, 26, P.O. Box 1204, San Carlos, CA 94070; Andrew Kurtz, 28, (415) 236-7627 boat; (707) 584-4565 work; Kris Newman, 35, (707) 255-6586; Cliff Wade, 45, (415) 368-3648, P.O. Box 3763 Redwood City, CA 94064; Randy, 40, 937-1679 5-9 p.m. only; John D. Bailes, 43, (916) 577-1840, Box 11742, Tahoe Paradise, CA 95708; Lenny Barad, 65, (314) 994-3366, 1751 Sonora, Palm Springs, CA 92866; Rick Drain, 29, 583-9594, P.O. Box 351, So. San Francisco, CA 94083; Gene Vick, 48, (415) 583-8220, 413 Alcatraz Ct., Danville, CA 94526; Ralph Mullins "Aileron", 42, (415) 769-2919; Douglas Kendall, 43, 583-6472; Bob McLeod, 39, (415) 582-7645; John Matthews, 47, (415) 865-8588; (415) 272-8270 wk; Don (Fly) Fleischer, 42, (408) 663-0208 Salinas/Monterey; Roy, 46, (415) 282-3809; Dick Clark, 41, 848-9941 Berkeley; Al MacDiarmid, 55, Gen. Del., Alviso, CA 95002; Tom McCall, 57, (408) 353-1665; Bill Reilly, 53, (415) 824-9684, 243 Romain, San Francisco, CA 94131; Dave Lucas, 50, (415) 523-6002; Robert Naber, 30, (415) 323-5639; Lloyd Watson, 56, 221-9090, 205 15th Ave. #7, San Francisco, CA 94118; Bill Burtch, 66, (408) 425-7759 Santa Cruz; Ron Kemper, 45, (415) 383-1950 Mill Valley; Howard Gates, 43, (408) 257-4325; Phil Lapin, 41, (415) 363-8331; Dave, 48, (415) 841-1258; Jerry Furst, 40, 228-3888; John Roemer, 36, (415) 367-1268, 1548 Maple St. #5, Redwood City, CA 94063; Brian O'Neill, 32, (415) 365-9429, P.O. Box 831, R.C., CA 94064.

WOMEN WITH BOATS FOR CASUAL DAYSAILING

Jinks, 55, (408) 281-3182; Sally Jackson, 43, 834-8921 Oakland; Dian Blomquist, 46, 776-2740; Marjorie MacVean, 49, (916) 962-0426; Bonnie, 44, (415) 652-1426.

COUPLES WITH BOATS FOR DAYSAILING

Jerry Ellaser & Zella Miller, 40/34, P.O. Box 995, Forestville, CA 95436; Cralg Beckner & Melody, 32/29, (415) 343-3402; Joe & Kay Lewis, 51, (415) 530-2194; Jim & Nancy Scala, 52, (415) 283-2753; Brian & Pam Marchant, 40+, (415) 851-7494; Dennis & Deborah Despols, 38, 821-3843; Bill & Mary Massey, 42/36, (415) 697-9237; Doug & Diana Groom, 42/33, (408) 226-6225.

MEN WANTING TO CO-CHARTER

Bill, 50, (415) 838-2226, 2 weeks in the summer of '87 exp 2 / prefer 5 / want 5,6,7.
 Richard Kurz, 35, 665-5083 exp 3 / prefer 1,3,4,5,6 / want 1,4.
 Hans Lowhurst, 59, (415) 854-2874, 1-4 weeks in the spring, summer of '87 exp 3 / prefer 1,4,6,8 / want 4,6,7.
 Frank Magnotta, 40, 422-7285 days; 947-1463 nights, 1-2 weeks anytime exp 3 / prefer 1,3,4,5,6 / want 1,3,6, South Pacific.
 Phillip J. Moe, 61, (408) 374-0875, 2-4 weeks in the spring or summer of '87 exp 1 / prefer 1,4,5 / want 6.
 Emmanuel Uren, 51, wk: 957-1441; hm: 552-2860, 2 weeks in July/Aug. of '87 exp 2 / prefer 1,3,4,6 / want 3,4,6,7.
 Phil Harten, 57, P.O.B. 3372, Vallejo, CA 94590, 2 weeks in the fall of '87 exp 3 / prefer 1,4,5 / want 3,4,6.
 John Stonich, 39, wk: (408) 971-2002; hm: (408) 353-3948, open exp 3 / prefer 1,3,4,5,6,7 / want 1,2,3,4,5.
 Daniel A. Granahan, 32, (415) 352-2949, 2 weeks exp 1 / prefer 1,4,6,8 / want 1,3,6.
 Peter Andree, 33, 364-8028 hm; 367-1534 wk exp 2 / prefer 1,4,5 / want 1.
 Michael Sondin, 27, wk: (415) 428-2855; hm: (415) 763-9377 exp 2 / prefer 1,5,6 / want 1,2,3.
 Cameron, 37, (916) 969-1388, 1-6 weeks in the winter of '87 exp 2 / prefer 1,4,5,8 / want 6,7.
 Howard Marantz, 45, (415) 389-8902, 1-2 weeks in the summer, fall of '87 exp 1 / prefer 1,5 / want 3,4,6.
 Eli L. Geller, 50, (415) 383-5420, 1-2 weeks in the summer exp 2 / prefer 1,4,5 / want 1,2,3,6,7.
 Steve, 40, (408) 458-0225, spring, summer of '87 exp 2 / prefer 3,4,5,8 / want 1,2,3.
 Walter Coole, 28, (707) 584-4756, 3 weeks in the fall of '87 exp 2 / prefer 1,3,4,5 / want 3,4,6.
 Richard S. Fairall, 59, (916) 978-5010 wk: (916) 635-4480 hm; 3 weeks in the summer of '87 exp 1 / prefer 1,3,4,6,7 / want 2,4.
 Bruce Little, 48, (415) 375-2062 days, 2 weeks in the winter of '87 exp 2 / prefer 1,5,6 / want 3,6.
 Anton Selkowitz, 46, 924-0735, 2 weeks in the winter of '87 exp 2 / prefer 1,3,4,6 / want 1,3,4,6.
 Ralph Naines, 40, 381-6925, 42 Glen Dr., Mill Valley, anytime exp 3 / prefer 3,4,5 / want 3.
 Dick Jordan, 40, hm: (415) 457-3953; wk: (415) 883-8268, spring, fall of '87 exp 3 / prefer 1,3,4,5,6 / want 1.
 Alan Tam, 43, (415) 647-7087, 247 Church St., #3, San Francisco, CA 94114, 2 weeks in the summer or winter of '87 exp 2 / prefer 1,4,5,6,7 / want 3,5,6,7.
 Larry Long, 34, (916) 583-8628, P.O. Box 507, Carneilian Bay, CA 95711, 2 weeks, Kingdom of Tonga, summer '87 exp 3 / prefer 1,2,3,4,6 / want So. Pac.
 Steve Pringle, 32, (415) 548-4800 wk; (415) 550-1398 hm; 1-2 weeks in the fall, winter of '87 exp 2 / prefer 1,4 / want 1,6.
 John M. Kemper, 35, (415) 682-8750, P.O. Box 4022 #134, Concord, CA 94524, 2 weeks in the summer, fall of '87 exp 1 / prefer 4,6,7 / want 1,2,3,4.
 Dave Darling, 48, (415) 841-1258, open exp 1,2 / prefer 1,4,6 / want 3,6.

WOMEN WANTING TO CO-CHARTER

Judy Swalgen, 39, 593-9213, 2 weeks in the summer of '87 exp 1 / prefer 1,4,6,7 / want 1,6,7.

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WOMEN WANTING TO CO-CHARTER — CONT'D

Alexandra Dixon, 28, (415) 398-2151 days; 563-3036 eves/msgs, 1 or 2 weeks anytime exp 1 / prefer 1,2,3,4,5,6,7 / want 3,5,7.
 Sally Jackson, 43, 834-8921, 2 weeks in the fall or winter of '87 exp 2 / prefer 2,4,7,8 / want 3,6.
 Michelle, 31, (415) 323-9676, 2 weeks in the spring or fall of '87 exp 2 / prefer 1,4,5,6,8 / want 6,7.
 Patricia, 38, 883-8541, 1-2 weeks in the summer, fall or winter of '87 exp 2 / prefer 1,2,4,6,8 / want 6.
 Dian Blomquist, 46, 776-2740, 2-3 weeks anytime exp 2 / prefer 1,2,3,4,5,6 / want 3,4,5,6,7.
 Becky, 33, hm: (415) 449-9054; wk: (415) 422-5316 Livermore, 1-2 weeks almost anytime exp 1 / prefer 1,5 / want 1,2,3,4,6,7.
 Carole Kahn, 42, (408) 733-6385, negotiable exp 3 / prefer 1,3,4,5 / want 1,2,3,6, Tahiti.
 SBS, 41, Box 178, Inverness, CA 94937, open exp 1 / prefer 1,3,4,5,6,7 / want 1,5.
 Jeanie, 32, 383-2749, summer, winter of '87 exp 1 / prefer 4,5 or 6.
 Christine Nordbye, (415) 331-5411, 1-2 weeks in the summer of '87 exp 2 / prefer 1,3,4,6 / want 7.
 Sandie, 35, 383-6834 exp 1 / prefer 1,4,6 / want 1,3.
 Marilyn Bagshaw, 46, 383-8218, 4/11-4/19/87 exp 2 / prefer 1,3,4,5,6 / want 2,3,4,5.
 Luda, 376-3114, 1-4 weeks in the summer of '87 exp 1 / prefer 1,3,4,6,7 / want 3,4,6.
 Marianne Pasa, 48, (702) 852-4029, 1-2-3 weeks in the spring, fall or winter of '87 exp 1 / prefer 5,8 / want 6.
 Lynda Bissell, 36, 381-5446, 2 weeks/flexible as to time & length, winter '87 exp 1 / prefer 4,6,7,8 / want 6,7.
 Mary Bertalan, 32, (415) 381-0388 Tiburon, usually in L.A. exp 2 / prefer 1,6 / want 2,4,6.

COUPLES WANTING TO CO-CHARTER

Ken & Marian Russell, 36, 848-9878, 1 or 2 weeks in the summer exp 2 / prefer 1,3,4,5,6 / want 5.
 Stephen Smith & Sharon Pray, 41, P.O. Box 338, South Freeport, Maine 04078, 1-4 + weeks in the winter of '88, summer '87 exp 2 / prefer 1,3,4,6 / want 3,5,6.
 Kathy O'Loughlin & Marc Whitman, 32/37, (415) 584-7059 exp 3 / prefer 1,3,4,5 / want 1,2.
 Becky & Frank, 33/40, (415) 449-9054 hm; (415) 422-5316 wk; 1-2 weeks almost anytime exp 1 & 3 / prefer 1,3,4,5 / want 1,2,3,4,6.
 Martin & Christine Bielir, 30's, 924-2397, 4 weeks in the winter of '87 exp 1 / prefer 5 / want 3.
 Brian & Pam Marchant, 40+, (415) 851-7494, 1-2 weeks exp 2 / prefer 1,3,4,6,8 / want 3,6,7.
 Bill Moore & Ellen Ball, 49/45, (703) 689-3625 Reston, VA, 1-2 weeks in the winter of '87 exp 2 / prefer 1,3,4,5 / want 6,7.
 Bill & Mary Massey, 42/36, (415) 697-9237, 2-3 weeks in the summer of '87 exp 1 / prefer 1,3,5 / want 5,6.
 Doug & Diana Groom, 42/33, 1110 Averna Dr., San Jose, CA 95121, 1-7 weeks in the summer of '87 exp 2 / prefer 1,3,4,5,6,7,8 / want 2,3,4,5,6,7.

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BILL HANSEN:

Berkeley's Bill Hansen, 39, says he's been cheating the wind since he was a towhead kid in Illinois. First there were kites and model airplanes, then boomerangs and his father's three private planes. When he moved out of the heartland, there were 25

ville. His father was a businessman who developed and manufactured a device called the synchronoscope, which aligned and

His whole junior high school classmates went out to fling them during assembly one day.

Bill admits that he was not only an egg-head, but also a bit precocious in his youth. In the seventh grade he had a dynamite idea for a science project, but only high school students were allowed to enter the local science fair. He had taken a three-foot diameter furnace pipe and mounted a model airplane inside. There was a fan at one end to supply wind and the plane could be controlled by strings and rubber bands leading outside the pipe. "You could take off, bank, turn and stall it," says Bill.

After begging a high school teacher for a chance, Bill was able to enter the fair and his display won a special prize. The honor permitted him to go on to the next highest level fair, and he won there too. The next thing you know, he and his Dad piled the wind tunnel into the back of the family's 1948 Nash and headed off for the state fair at the University of Illinois. There were other wind tunnels, but none of them had a whole airplane that you could fly inside. Darned if he didn't win the outstanding award for that show too.

"I was a hero to the education system," he says now with a chuckle, "but the other kids hated me. For the next five years we all had to do science projects. I came to hate them myself!"

Bill's flight path was obvious. At 15 he couldn't drive, but he had his student flying license. He rode his bike to the airfield seven miles away, and if the weather wasn't good his mom would give him a lift in the car. By 17 he had his full license.

Sailboards, Master Mariner yachts, Cal 20's, Bill Hansen will cheat the wind with anything.

balanced the front wheels on cars. His hobby was flying and Bill remembers a big radial engine Cessna 195 as well as a Piper Cub.

Kites and model airplanes held Bill's interest for awhile, but he became somewhat of a wizard at flying a boomerang. Unlike the aboriginal bushmen, who use the device as a flying club, Bill liked the ones that came back to the thrower. He would make his own out of plywood, changing the angles and foil shapes. Other kids may have always carried a baseball mitt on their bikes, but Bill had a boomerang on his. Eventually boomerang throwing got to be popular in Edwardsville.

knot sailboats on the Great Salt Lake. Currently he lives on and sails a Master Mariner yacht in the Berkeley Marina, and his company Windwings finds new ways to squeeze speed out of the breeze with sailboard sails. On balance, the wind isn't doing too well in this match up.

It's not too hard to visualize Bill Hansen as a barefoot, tousle-haired farm boy playing out behind the barn. At 39, dressed in worn jeans and a plaid shirt, he still retains the aura of a kid messing around with his latest project. He's quiet, so he may not offer to talk about it. You get the sense that with a little prodding, he'll tell you about this great new idea for a foil section or a special full-battened sailboat rig, both of which he's working on.

Born in Iowa, Bill grew up near St. Louis in a small Illinois farm town called Edwards-

Bill's interest in sailing was mostly literary as a kid. He read about adventures on the high seas, and he and his friends rigged a rowboat with a sail, cruising downwind and rowing back upwind. At Northwestern, Bill was too busy playing tennis to sail on the team. It wasn't until he attended graduate school in applied physics at the University of Utah in 1969 that sailing became a major part of his life. First a friend lent him an eight-foot dinghy. Then he ran across an old Snipe on its way to the junkyard. The owner charged him \$80 for the 15-foot hull. Bill put a garden hose in the cockpit to check for leaks and found that the water was flowing out as fast as the hose was squirting it in!

After a total rebuild, Snipe #33 — the



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CHEATING THE WIND

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number Bill still uses on his own windsurfer sails — saw plenty of action on the reservoirs around the Salt Lake City. He campaigned other boats as well, including Coronado 15's, Flying Dutchman's and what became his favorite, Thistles. Bill first saw one at a McCall Reservoir regatta where some Seattle sailors brought down a fleet of the fast 17-footers. Bill found a fixer-upper in Salt Lake and repeated the Snipe program. There weren't many other Thistles in the Salt Lake area, so he often raced against FD's and Hobie Cats and argued about their relative merits on the beach.

Toward the end of Bill's stay at Salt Lake he got involved in one of those Mondo Bizarro sailing projects that could have been a headline grabber if things had worked out. A local inventor heard about Bill and invited him to his house to see some plans for a hydrofoil cruising boat. The fellow's concept was to build light wooden cruisers without much ballast. They would have semi-rigid foils for sails and hydrofoils attached to the hull for stability. He wanted to publicize the idea by using it to build a world speed record setting boat first, and he hired Bill to engineer and build such a craft.

After analyzing the hydrofoil idea, Bill concluded that they could never break the record by lifting a hull out of the water. The drag on the foils increases by the square of the velocity, so the faster you go, the more drag you have. Better to use a planing hull, Bill figured, where the drag increases more slowly at high speed. The foils could be used to help stabilize such a craft, however.

He procured a 19-foot Flying Dutchman hull for the test platform. The standard sloop rig was replaced by a 30-foot high mast over which was fitted a cambered mylar wing section. By means of a lever, the foil's wing shape could be switched from side to side to accommodate tacking. For the stabilizing foils, a 20-foot pole was rigged across the cockpit. Each had a four-foot strut extending down into the water, at the end of which were rigged three-foot wide foils that also could be adjusted. The tendency to heel was counteracted by tilting the weather foil down and the leeward one up, which actually pulled the boat over to weather as speed increased. "There was a stick in the center of the cockpit to adjust the foils," says Bill. "It was a lot like flying a plane in that you could control the roll axis." They tried steering the boat by moving the centerboard back and forth, but later added a rudder for more control, especially at low speeds.



Hansen with sailcloth at the sail loft that more or less happened by mistake.

It took Bill six months to build this machine, and they only got to sail it about six times. Since their goal was speed, they only went out when it was blowing. One spring day they got more wind than they bargained for on the Great Salt Lake. The breeze was piping up pretty good and Bill says everything was functioning okay. "The boat

was rock solid and it was incredible to be going so fast without having to hike out on a trapez."

He estimates their speed to have been around 26 knots before they were hit by a "Tooele Twister", a local wind storm that comes up quickly from the south. The inventor who had hired Bill, who had little sailing experience, was on the helm. They began to skip from wave to wave and Bill suggested turning around and heading in. The driver made the mistake of stopping instead of carrying his speed through the turn, though. The foils lost their stability and the boat rolled over. The mast struck bottom and punched a hole in the hull. They were up shit creek in

BILL HANSEN:

the middle of the lake.

For the next five hours, the pair clung to the bottom of the boat hoping someone would come looking before hypothermia got them both. The supersaturated salt water stung their eyes and started swelling them shut. Finally, another boater who had seen them go out called the rescue patrol and a chopper came out and spotted them. Their body temperatures were in the low 90's by the time they got ashore. Bill's partner ended up in the hospital. The near disaster ended any more speed record attempts. "Besides," says Bill, "the speed that sailboarders are reaching now (over 38 knots) makes our concept obsolete."

Bill came to Berkeley in 1977 to engage in less life-threatening work. His experience with applied physics and aviation made him well-suited to manage an airborne mineral exploration project. A large superconductor coil cooled by liquid helium was to be hung below a large helicopter as it searched for underground deposits of copper. "It was like a giant metal detector," says Bill. He admits that his interest in moving to the Bay Area also included the sailing opportunities. In



Hansen's 40-ft 'Suzi-Q'. You can cheat the wind at all different speeds.

name, in honor of the navigational star that defines the ass of the Big Bear, or Ursa Major. Bill says he became a pain in the butt to the rest of the Bear fleet over the next four years. He won the YRA championship twice and the KIF series once. He could never put it all together to win the Bear season title, though, because he always had trouble in the St. Francis YC's Woodies series. He also became the first Bear class skipper since Bill Trask to win the annual singlehanded race twice in a row, and he was the first ever to fly a chute during that race.

The flying superconductor project was supposed to have been taken to Australia, and Bill liked the idea of sailing Down Under to follow his job as project manager. He also found rents in Berkeley quite high. So in 1979 he bought the 40-foot Alden ketch *Suzi Q*, built in Portland back in 1937. Such a classic was not meant to sit at the dock all the time, and Bill started entering her in the Master Mariners race with his wife and son as part of the crew. In 1981, he almost won the annual gathering of pre-World War II classics.

Unfortunately, the Australia/copper project was mothballed by Exxon, the sponsoring company, when the metal's price

dropped off. That left Bill without a job. Bear boat racing left him with an increasingly bad case of burnout, and his marriage was beginning to show signs of stress as well. So in 1982, while looking for work, he took up windsurfing for some fun. He had seen a friend try it in Salt Lake seven years earlier when he decided he'd rather sail his Snipe. But now he saw boardsailors down at the Berkeley Marina and gave it another try.

He quickly concluded that the standard windsurfer sail at the time, with the long boom and three short battens, was an aerodynamic atrocity. Bill, who had been repairing and sewing some sails for the Bears, decided to build his own sailboard sails. His had six full battens and lots of roach, ideas he took from aviation, catamarans and hang gliders. Bill says the sails helped him learn faster than other beginners at Berkeley. After only three months he was water-starting on a 10-foot shortboard; after another three he was surf-sailing at Waddell Creek.

El Cerrito's Steve Sylvester remembers Bill as the guy "no one knew" who started showing up at Berkeley with the ugly-looking full-battened sails. Steve and his buddy Jim Davis had already tried that program a cou-

COURTESY OF BILL HANSEN



Thirty-nine and getting big air at Waddell Creek. If that isn't the measure of success, what is?

fact, on the same weekend that he interviewed for the job he agreed to buy a Bear boat, the popular 23-foot wood Bay class sloop. "That was before I even had a place to live!" he adds.

Dubhe (as in "doobie") was the boat's

CHEATING THE WIND

joined by Bill Sistek, another scientist/sailor who was a marine biologist working as production manager for the Richmond DeWitt/Sobstad sail loft. They incorporated soon thereafter and have been going full bore ever since. The 18 employees now turn out about 100 sails a week, making Windwing, from its humble origins, the largest board sail manufacturer in the United States.

Steve Sylvester, along with Jim Davis and Warren Seward (Bard Chrisman has turned pro for the French Tiga team), are now the most prominent Windwing team riders. Steve says he can get what he wants from Bill, and he's not trading anything away in terms of quality or speed. "I'm competitive

with anyone on the water," he says. He chuckles to think of Bill, who only recently lost his anonymity on the boardsailing circuit. "He used to go around after a race and just be his quiet, Midwestern self and ask people about their sails," he says. "They thought he was some hick and would tell him whatever he wanted to know!"

Bill hasn't lost his interest in sailboat racing, however. For the past two-and-a-half years he's crewed on Mary Jo Foote's Cal 20 *Hana Pau*. Last year they won the SYRA and class championships. Skipper Foote, a boat broker who sold Bill his Bear boat back in 1977, is unabashed in her praise of him as a crew. "He's very disciplined without a hard edge," she says. "The only other sailor I've seen who's as focused as Bill is Dennis Conner, but Bill has a lighter hand. Sailing with Bill is like having a coach onboard."

Mary Jo adds that Bill's quiet ways don't go unnoticed. "Sometimes he disappears

Hansen was a grizzly in the Bear class.

ple of years earlier. Bill bought a board from Steve at one point. "He asked me what I thought of his sails," remembers Steve, "and I told him I had worked with Oakland's Kame Richards on some big roach sails a couple of years earlier."

But Bill kept making new sails, about one a week, while he continued interviewing for positions at the space sciences lab or in physics. There were more and more requests for sails, though. "I was reluctant to think of this as a business," he says. "I'm more of a scientist than a salesman, I'm not used to dealing with people and I had very little business experience. I was also afraid the rapid changes in sailboarding would make the sails obsolete too quickly." Nevertheless, Windwing Designs was born in an empty 7,500-square-foot warehouse under Berkeley's University Avenue off-ramp.

Bill has had some help from his friends along the way. Jim Davis was one of the first Berkeley regulars to use his sails. In 1984, Bard Chrisman started hanging around, offering some of his ideas about sail shapes and rake angles in exchange for learning how to sew and build sails himself. Bard went on to win two national amateur slalom titles, plus a raft of other awards, using his Windwing quiver. Also in 1984, Bill was



DIANE BEESTON

BILL HANSEN



when he's standing in front of you," she says. "You know he's thinking about something."

Besides sails for boards, Bill's thinking is going in several directions these days. For one, he's mulling over the notion of putting together another world speed record at-

tempt, only this time on a sailboard with Windwing sails. He and Bard have estimated that it would require a two-year odyssey, travelling to the various speed trials around

the globe with a full container of gear and repair equipment. One of the missing pieces is a major sponsor.

Other ideas include a new skeg design for sailboards and a full-battened sail rig for monohulls. Bill and Mill Valley Olson 30 sailor Mark Ammen have applied for the patent on the latter, which would be a double surface sail for upwind work and would open up into a spinnaker for downwind. Bill designed a special downhaul arrangement that allows the sail to lift away from the mast in the downwind mode.

And then there's the vortex generator program for board sails. Windwing has purchased the rights to use this system, a series of little tabs on the sail which keep the sail from stalling out at high angles of attack. The bottom line, if they work, is that you can sheet the sail in tighter on reaches without stalling. Bill's testing the design off Berkeley now.

Just like when he was young in Edwardsville, Bill Hansen keeps dreaming up things for the rest of the kids to do.

— shimon van collie

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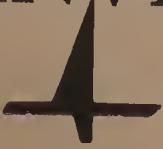


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WHY THEY'RE

Sunset. Bahia de la Paz. March 16. The scene is set for Episode One of *Warships and Yachts Don't Mix*, a two-part, true-life tragedy inadvertently performed here for the misery of anchored cruising boats by the Mexican Navy. Episode Two

Monstrously evil sounds played a large part in the terror. A deafening horn blast, fearful screaming and the crash of rigging

Their lightning-quick response was not enough, however. The destroyer escort snagged their all-chain anchor rode. The enormous pressure snapped the chain and their windlass exploded. The one ship, two boat contingent continued dragging, into the 71-ft ketch, *Kanaloa* of Berkeley, before the destruction ended.

Fortunately, none of the hulls were structurally damaged. But spirits were low.



'Karelia', snagged by the destroyer escort, has her bow pulled down.

was soon to follow, at 0800 the next morning.

This real life drama — riddled with bizarre coincidences — seems hard to believe. Yet it is true. Within 14 hours two different Mexican Navy destroyer escorts accidentally collided with six sailboats, leaving destruction and fractured dreams in their wake.

Meanwhile, up at the bow 'Grey Ghost' has a ship between her and her mooring.

was followed by "MAYDAY, MAYDAY, MAYDAY" put out over the VHF radio by the crew of *Water Torture*, a Farallon 30.

There was virtually no warning of what was about to happen, according to owner Bob Bell. The second he heard the World War II vintage warship's horn blast, he looked up the companionway to see the 230-ft, 2,000-ton vessel blocking the view out his companionway.

"As far as I could tell," said Bell, "our anchor rode got tangled in the destroyer escort's propeller and we started to be sucked under." Fortunately, the boat had sufficient buoyancy to stay above the surface.

"I could feel the boat lurch and heel as we were being pulled into the ship," recalls JoAnne Cordice, Bob's first mate. "I put out the MAYDAY and it seemed only 30 seconds later that 15 yachts were here to assist," she said.

The destroyer escort was carrying a powerboat over her starboard side. It snagged *Water Torture*'s rigging, pulling down the mast. There was little the rescuers could do but commiserate with the victims and tow the dismasted *Water Torture* to a secure sidetie at Marina de La Paz.

When Gordon and Nancy McLarthy on *Beaumaris* of Vancouver, B.C., heard the horn blast, they looked up to see the Navy vessel with the snagged *Water Torture* drifting down on them. "We had just enough time to start our engine in full reverse," remembered Nancy.

TERESE PENCAK SCHWARTZ



TERESE PENCAK SCHWARTZ



CALLED DESTROYERS

moored vessels involved; *Grey Ghost*, of Delaware and *Cygnus V* and *Karelia* of Vancouver, British Columbia.

The facts regarding what caused the two accidents are still under investigation. Reports, speculation and dark murmurings are spreading — as might be expected.

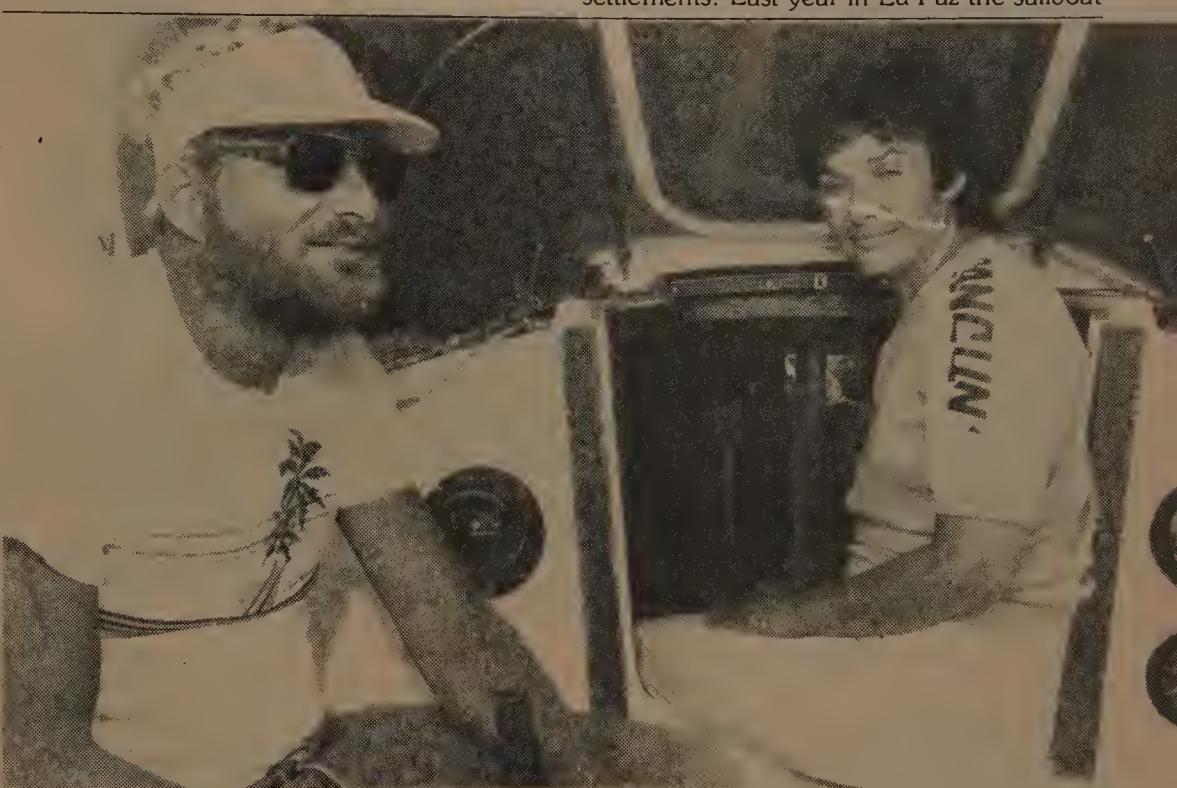
"The Mexican authorities are leaning over backwards to make things right," was the conclusion of 28-year United States Navy veteran Russ of *Maverick*. Upon impact, he notes, the destroyer escort immediately lowered a skiff with the ship's doctor, who checked the crew on each boat involved. Fortunately, his services were not needed.

As soon as all the damaged craft were secure, Mexican Navy representatives visited all the boats involved. "They displayed deep concern and compassion," reported JoAnne of the dismasted *Water Torture*.

The Navy then appointed Alberto Morphy of NAO Yachts as an independent negotiator/translator. Within 24 hours Morphy arranged a meeting of the six skippers

The dismasted Farallon 29, 'Water Torture', the most severely damaged boat. Above right, Bob and JoAnne.

JANET CALVERT



involved during which they could submit damage reports. The following day the individual skippers met with Navy represen-

tatives to discuss claims.

The big question is the how and when of settlements. Last year in La Paz the sailboat



Black Monk suffered extensive damage when rammed by a fishing cooperative barge. The Port Captain had *Black Monk*'s owner prepare a damage report including the estimated cost of repairs. Within two weeks the owner had a check for the complete amount. No disputes, no hassles.

As yet there is no reason to expect that the Mexican Navy will be any less responsive or fair than the fishing cooperative had been.

While these incidents aren't a public relations coup for the Mexican Navy, cruisers must remember that this same Navy has a long history of coming to the assistance of United States mariners in distress. On several occasions Navy vessels were sent to take sick cruisers ashore to waiting ambulances and then free emergency care at military hospitals. They have towed many United States vessels to safety or off beaches. In the terrible Long Beach to La Paz Race of 1979, Mexican Naval vessels escorted the few race entries that were determined to press on in the face of 55 knot winds and 20 foot seas. And the Mexican Navy has provided stand-by medical services during Sea of Cortez Race Weeks.

It seems the two misfortunes were just a matter of what the Chinese call joss and what we Americans call plain old 'bad luck'.

But it has made most everyone think about boat insurance, something less than half the cruisers have. Many sailors, espe-

WHY THEY'RE CALLED DESTROYERS



JANET CALVERT

cially those with little experience and/or boats older than ten years, claim to have had difficulty being able to find American companies willing to write a policy at a reasonable price. Others dispute this, although they admit that trip, crew and boat

Afterwards, 'G-16' and 'G-10', doing their best to stay out of trouble.

surveys are generally required, and that premiums can be high.

An increasing number of those who can't

get or don't want American insurance are turning to policies underwritten by the Mexican company, Seguros Olemca, and offered through Vagabundos del Mar. Applications are available from Mac Shroyer at Marina de La Paz, and he'll survey boats for \$45. Thus you don't have to go stateside to get the insurance, nor do you have to pass any extensive tests.

Annual premiums for a typical \$30,000 boat run about \$450 U.S. While many people think this is a bargain, some experienced sailors and thorough shoppers claim they can equal or better it with American companies. It's like the old tune went, You've Got to Shop Around.

As for Bob Bell of the dismasted Water Torture, he had no insurance and doesn't regret it. He figures having insurance wouldn't have done a thing to keep his mast up. As for first mate JoAnne, she said, "It's a loss, but it doesn't turn me off to cruising. It's made me feel more intense about it, more challenged to continue."

Bob may not have insurance, but he's got gold with JoAnne.

— janet calvert

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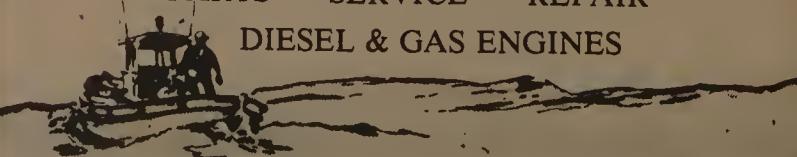
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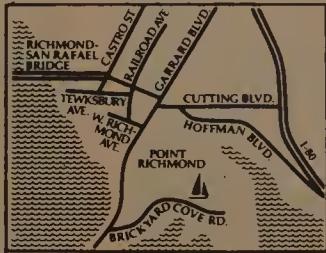
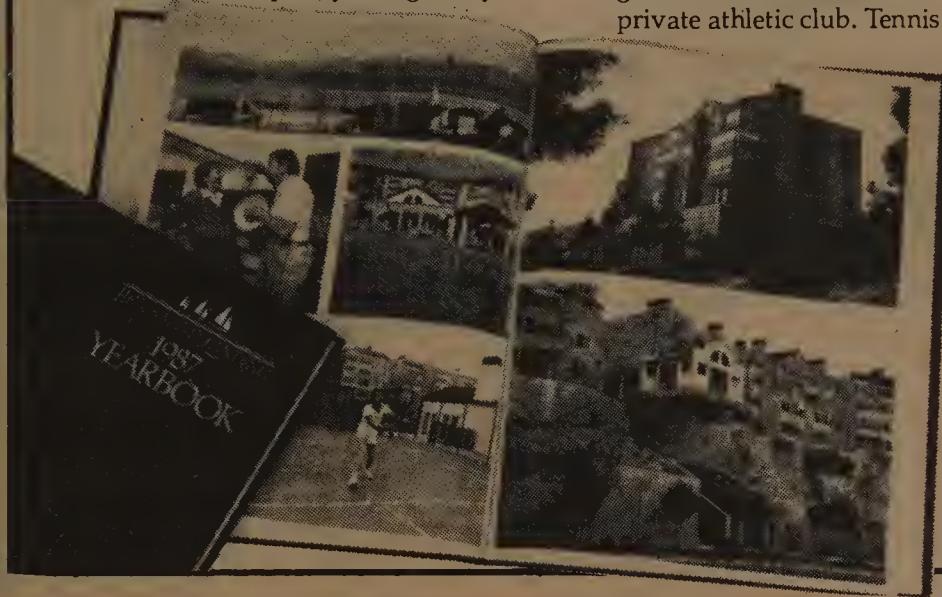
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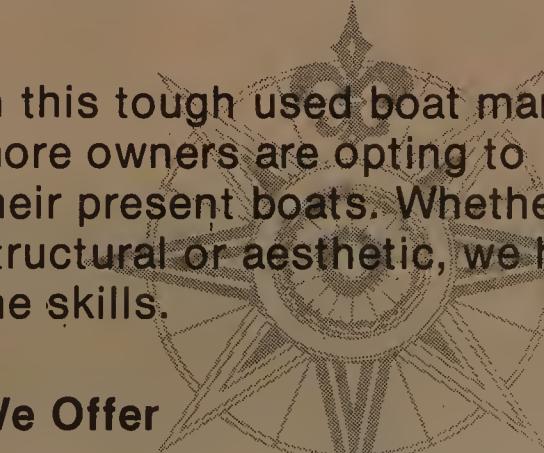
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THE BAY WANDERER

We were awaiting the arrival of the formidable-sounding Big Toot burger on the restaurant deck at Pete's Harbor. Beyond the masts in Pete's marina loomed the giant *Glomar Explorer*, Howard Hughes' mystery ship that reportedly tried to



TROOP
CROSSING

Troops were all inside having a beer at Pete's Harbor.

recover a Soviet nuclear submarine after it blew up and sank a few years ago.

The Bay Wanderer and the Wanderette had come to Pete's looking for the heart and soul of sailing on Redwood Creek. The longer we sat in the noontime sun drinking beer and waiting for the Big Toot the more convinced we became that deep-draft burgers and giant ships went hand-in-hand here, and both were an important part of the boating scene.

The *Explorer* seems too big to be a ship; it looks more like a building. The stern has a roll-up door almost big enough to let the

the ship was refitted for 007 spook jobs.

Folks along the creek don't seem to know much about it. "It's been there five or six years," said Milt Roskelley, rear commodore of the Sequoia Yacht Club. "It's well-guarded. I've never seen the door open."

The Big Toot, by contrast, lacks mystery. No secret sauce. It's simply two quarter-pound burgers bonded together with cheese, strapped over with bacon and packed into a sturdy French roll with a head or two of lettuce. With one of these on board you're provisioned for a full day's sail up to the Bay Bridge and back.

It's the kind of burger Jimmy Buffett wrote about in his minor classic, *Cheeseburger in Paradise*: "A big warm bun and a huge chunk of meat." Pete's burgers are probably enough to justify a sail down for the weekend, but Redwood Creek has other attractions that many North Bay boaters may not know about.

The creek is a busy marine center on the Peninsula between the San Mateo and Dumbarton bridges. There are four good-sized marinas: Pete's Harbor, Peninsula Marina, Docktown and Redwood City Municipal Marina, with a total of more than 650 berths. There are two yacht clubs along the creek, Sequoia at the municipal marina and Peninsula YC located at Docktown in a round building that looks like it was once a big fuel tank.

The area also supports several boat yards,



the Docktown yard, said there are 16 owner-built steel boats under way there. No new projects are being allowed, however, and the yard will soon be converted to a dry-storage area. VanVick says it's "the end of an era," but yard owner Fred Earnhardt says too many half-finished boats have been abandoned there.

"One ferro-cement boat has been there for 10 years," Earnhardt said. "It has changed hands many times, the last time for \$1."

The creek supports a rich mix of pleasure boating, shipping, industry, commercial office space, restaurants and even a few houseboats. It reminded the Wandering Duo of a condensed Oakland Estuary, without the "Star Wars" container cranes. Landmarks, beside the *Explorer*, include a white mountain of salt at the Leslie plant, big gray towers at two cement plants, an oil depot, a lumber yard and some huge old-time cranes that look like they were made out of big Erector Set.

Stanford University has a crew-racing clubhouse there and sometimes you can see sculls gliding up and down the creek. There are also two sailing schools and several yacht dealers.

In addition to the restaurant at Pete's, there's a Charley Brown's at the municipal pier that has some well-recommended



Bruce Van Vick is building a steel sailboat at Docktown.

including what one builder described as the "steel boat capital of the Bay Area." Bruce VanVick, finishing up a 31-foot steel hull in

Goodyear Blimp fly inside. From U.S. 101 about half a mile away the door could be mistaken for a fifth screen at the nearby Redwood Drive-In. *Explorer* was part of one of Howard's schemes to mine rare metals off the ocean floor. When that didn't work out

VISITS REDWOOD CITY



Giant salt piles, Erector-Set cranes line Redwood Creek.

nachos on the menu. The nachos were described in some detail by people we talked to, but after the Big Toot there was no room for first-hand experience.

It's about a four-hour sail in decent wind from the Bay Bridge to the Redwood Creek entrance marker, then a little over two miles down the channel to Pete's. If you pass under the Hayward-San Mateo Bridge in the middle of the high-rise section and set a course directly for the big salt piles you'll run aground in a foot of water and about 300 feet of mud. When you clear the bridge head for the No. 2 entrance mark and don't get too far over to the west. Get the chart of the South Bay. There's a nifty plastic-coated version out with a handy blow-up of Redwood Creek. It's about \$12. The regular chart's \$7.50.

Depth has always been a problem along the creek. Spring rains turn the creek brown with dirt from the San Mateo hills. It settles into the creekbed and if you tack even three feet out of the channel you'll get a close look at it. The Army Corps of Engineers dredges the channel to keep it open for commercial shipping, but the far ends of the creek are shallow. The entrance to Peninsula Marina

has about three feet of water at low tide.

If depth is sometimes a problem, wind isn't. There's plenty of it in the creek, but the chop gets steep because the water's shallow. But generally the weather's a little warmer than the rest of the Bay Area. Redwood

City. The South Bay Yacht Racing Association sponsors a full schedule of events every year, all south of the Bay Bridge. It even has its own opening day festivities, this year on April 12. Like its North Bay counterpart, decorated-boat shenanigans are part of the tradition.

A couple of years ago, during a visit to the Bay Area by the Queen of England, someone flooded his bilge and pumped the water to a nozzle at the masthead. One guy dressed up as the queen stood on deck in the "rain" while another tried to keep her/him dry with an umbrella. Another year the winner turned his boat into a mock zoo, with a split-bamboo fence around the waterline and stuffed animals looking out. Marine World sent a 600-pound tiger in an inflatable boat.

This year's theme is the 50th birthday of the Golden Gate Bridge. Apprentice ironworkers will display their 50-foot model of the bridge at the Sequoia YC and a Golden Gate Bridge Fiesta queen will be selected. Milt Roskelley expects about 60 decorated boats in the parade. Some crewmembers of the 12-meter yacht *USA* are expected to appear.

If you decide to sail down for Opening Day, or any other day, here's who to contact for a slip: Peninsula Marina, harbormaster Dick Timothy, 367-8127; Redwood City Yacht Harbor, warfinger Pat Brown, 365-1613; or Pete's Harbor, Sharon Snow

The Big Toot, the kind of burger Jimmy Buffett wrote about.



City's motto is "Climate Best by Government Test."

The South Bay has its own boating iden-

Redwood Creek has an easy-going, low-key style. Traffic hisses along on crowded U.S. 101, but the creek seems like it's out in

LATITUDE 38 BILL

THE BAY WANDERER

at 366-0922. You could try Docktown too, but Earnhardt said he doesn't often have empty slips.

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the country or maybe up in the Delta. Birds flock along the bank of uninhabited Bair Island. Sea lions have pups in nearby Corkscrew Slough. Al Caesar says the pups look like "little loaves of French bread. Cute little devils."

Al grew up sailing wood classics like Birds.



Lazy afternoon sail on Redwood Creek.

Mermaids and Junior Clippers on the Bay. He remembers when slips rented for \$1 month at Redwood City's municipal marina. "Unless you wanted a single finger. That was 50 cents a month." Ramps were made out of war-surplus cork rafts and "fingers" were planks.

Al has run Al's Marine Supplies downstairs from the restaurant at Pete's,

since he quit the electronics industry in 1970 and "screwed up my hobby" by making it his business. "Now I don't have time to go sailing," he said. Al sees Redwood Creek as a sort of nautical small town.

"It's a community," he said. "Everybody kinda keeps an eye out for each other. If you need help, you've got it — without asking. If someone's coming into the dock too fast, everybody runs over to help stop the boat. It's kinda unique."

Pete Uccelli was in the bar business when he started his harbor, almost by accident. He set out to buy a boat, but first he wanted to find somewhere to keep it. This was in the '50s, and what he found was not to his liking.

"There was no place on the Peninsula," he said. "I mean, there were yacht clubs like in Palo Alto, but they were all cliquish and private — you know how that is."

"So I got a crazy idea. Maybe there were other people out there like me. I started looking for a piece of property."

The rest, as they say, is history. Pete bought 25 acres at the intersection of Redwood Creek and Smith Slough and started with a few slips, a bait shop and a coffee stand. Now Pete has 280 slips and a busy restaurant that has a big timber "ski lodge" feel to it. There's also a yacht broker, sailing school and chandlery.

But Pete never got his boat. Starting a marina kept him too busy to have one of his own. Now he has an airplane, but he doesn't have time for that, either.

"Owning a harbor without a boat is like the shoe repairman who never has time to fix his own shoes," Pete said.

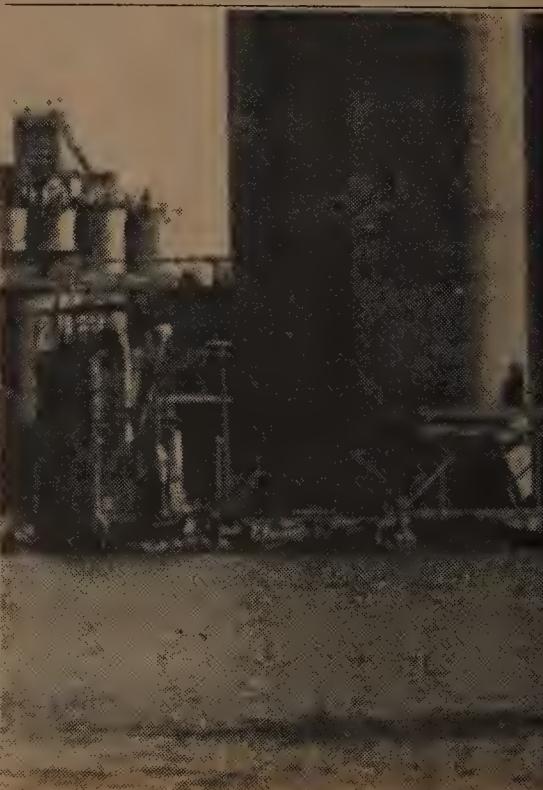
Pete's office door opens off Al's chandlery. Pete's four dogs and some of their friends have the run of the place. "I

Peninsula Marina has its own gardner. The Waterfront Cafe is straight ahead.

don't like to be without a dog," Pete said. Poodle photos decorate the walls. Dogs of various sizes and shapes amble out of the way as friends drop in to say howdy.

Pete likes the away-from-it-all feeling of the harbor. "It's like being way out in the country," Pete said. "It's a different feeling. We try to keep it that way." The customary locked gates and long lists of "don'ts" are absent. "We try to stay away from the rules," Pete said. "We try to keep things free and loose."

For instance, if you want to tie up overnight it may cost 15 cents a foot, or it may be a "comp" with dinner at the restaurant. "We can put you at the gas dock, or sometimes



VISITS REDWOOD CITY

somebody is gone for a few days," Pete said. "We'll find a place for you. Just call ahead." There's a "small business" feel to the place — it's Pete's harbor and he does pretty much what he wants with it.

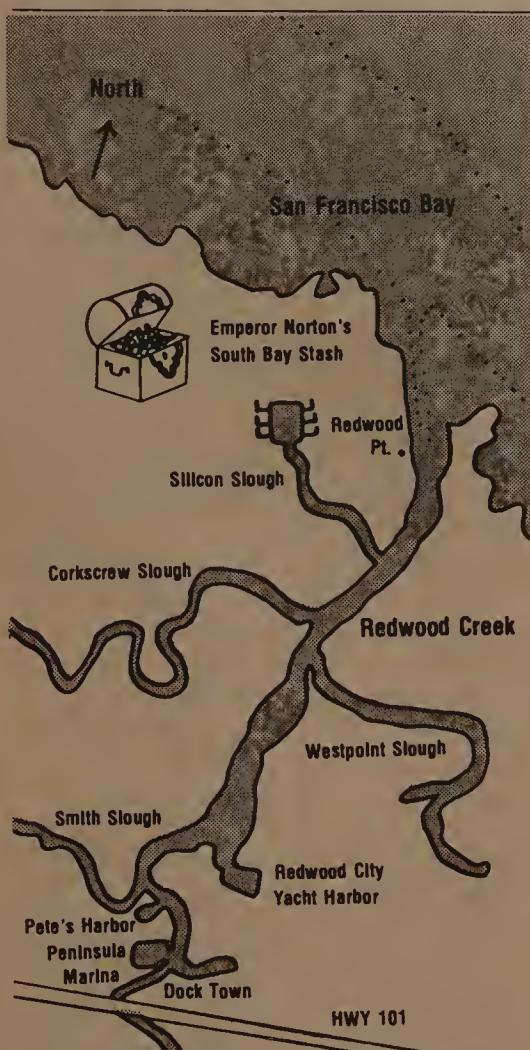
Pete thinks there should be more privately-operated harbors, and fewer run by city or county governments. Private enterprise in the harbor business is one of his favorite causes, along with dogs and animals in general. He thinks government should butt out of the marina biz because tax support gives municipal marinas an unfair competitive advantage.

"I believe government should be there to do what it's supposed to do, not take over our business," he said. "Private enterprise has to cater to the public, or it won't get the business. Someone in a Civil Service job doesn't care whether the public is happy or not."

He says competition is a good thing, and he's about to get a little of it himself. Bair Island Marina is under construction next door to Pete's.

Pete has had to overcome more than competition to stay in business. The state challenged his deed to the land in 1966, claiming it as public waterway. Pete scrapped with the State Lands Commission on and off for the next two decades. In 1981 the state filed suit, charging that Pete

Cement plant towers cause some interesting wind shifts.



was "in trespass against the State of California," and he moved to evict 36 boat owners from slips in disputed territory.



She's climbing the staircase to heaven . . . actually the Harbor House at Pete's Harbor.

Pete had lots of community support. He was seen as the hardworking "little guy" trying to build up his business while the state, after collecting taxes on the land for 112 years, was seen as trying to grab it back. "Save Pete's Harbor" stickers turned up on bumpers all over Northern California, and at least one chili cook-off fundraiser was held.

In a compromise reached with the aid of legislation passed in Sacramento, Pete kept title to the dry land, but the state owns the creek "in public trust for commerce, navigation, fishery, open space or public right of access." And commercial navigation flourishes in Redwood Creek, but not at Pete's end, where there's enough depth for pleasure boats, but nothing larger.

After a meandering and sometimes random investigation of the area, the Wandering Duo decided that burgers, beer and boats do go together well in Redwood Creek. But later we concluded that burgers and beer are close to the heart of nearly any sailor.

In the words of Jimmy Buffett:

"I like mine with lettuce and tomato,
Heinz 57 and french-fried potato
Big kosher pickle and cold draft beer,
Good Lord almighty which way do I steer
." . . .

If you decide to steer south, just try to stay in the channel. See you up the creek.

THE SEASON-OPENING BIG DADDY

In a time when some races are struggling for participants and YRA interest seems to be falling off, there may be a lesson for all of us in Richmond YC's Big Daddy Regatta: it's all done for fun and people are eager to participate.

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For instance, winners in Sunday's Big Daddy race were welcomed at the finish with champagne brought out by committee tenders. Bob Klein, the "Big Daddy" the regatta was named after, was welcomed by the crew of *Killer Duck* playing *Hail To The Chief* on kazoos. Bob loved it. So did everybody else. It's the kind of race that if half the boats head off in the wrong direction at one of the marks, as they did in both races on Saturday, it's no big deal.

There was some confusion over the two courses, one set up for northerly winds in the North Bay and another for the South Bay for westerlies. On the second leg about 15 boats followed a certain hot boat crewed by one of the 12-meter *USA* guys even though it seemed a little weird to be going toward Larkspur instead of the Berkeley circle, but — these guys have to be right, most people thought.

"That's how we wound up winning," said Jonathan Livingston, whose Wylie 39 *Punk Dolphin* won Division A. "They screwed up." Livingston distinguished himself by mooning the committee boat from the spreaders during the second race.

"It's predicated on a good time for all," Klein said. "Right down to the free beer. It's a unique thing in that respect."

It looked like rain for the Saturday start March 7, but skies cleared and moderate wind prevailed through the weekend. The regatta's really two events (three, if you count the big party Saturday night): the two "serious" races on Saturday and the free-for-all, slow-boats first Big Daddy on Sunday.

"We meld all the ratings — IOR, IMS, PHRF — into one graduated rating system for all 105 boats," Klein said. "Then we start them in reverse order. That may mean eight boats would start, and three seconds later another eight boats would start. So you've got a whole new logistical problem."

It's interesting that nearly more than a third of the boats entered were Expresses: 23 Express 27s, 13 Express 37s and one of the new Express 34s.

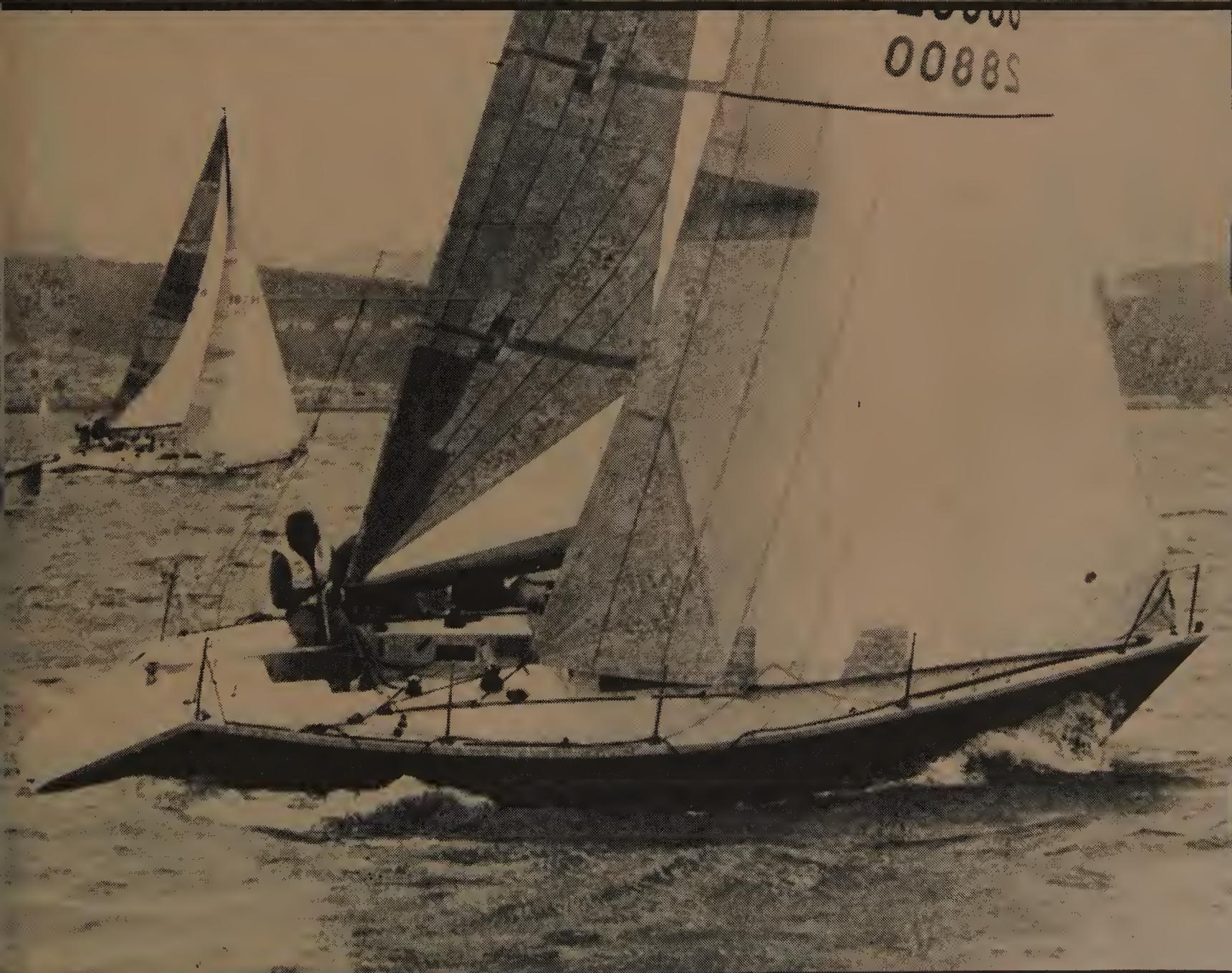
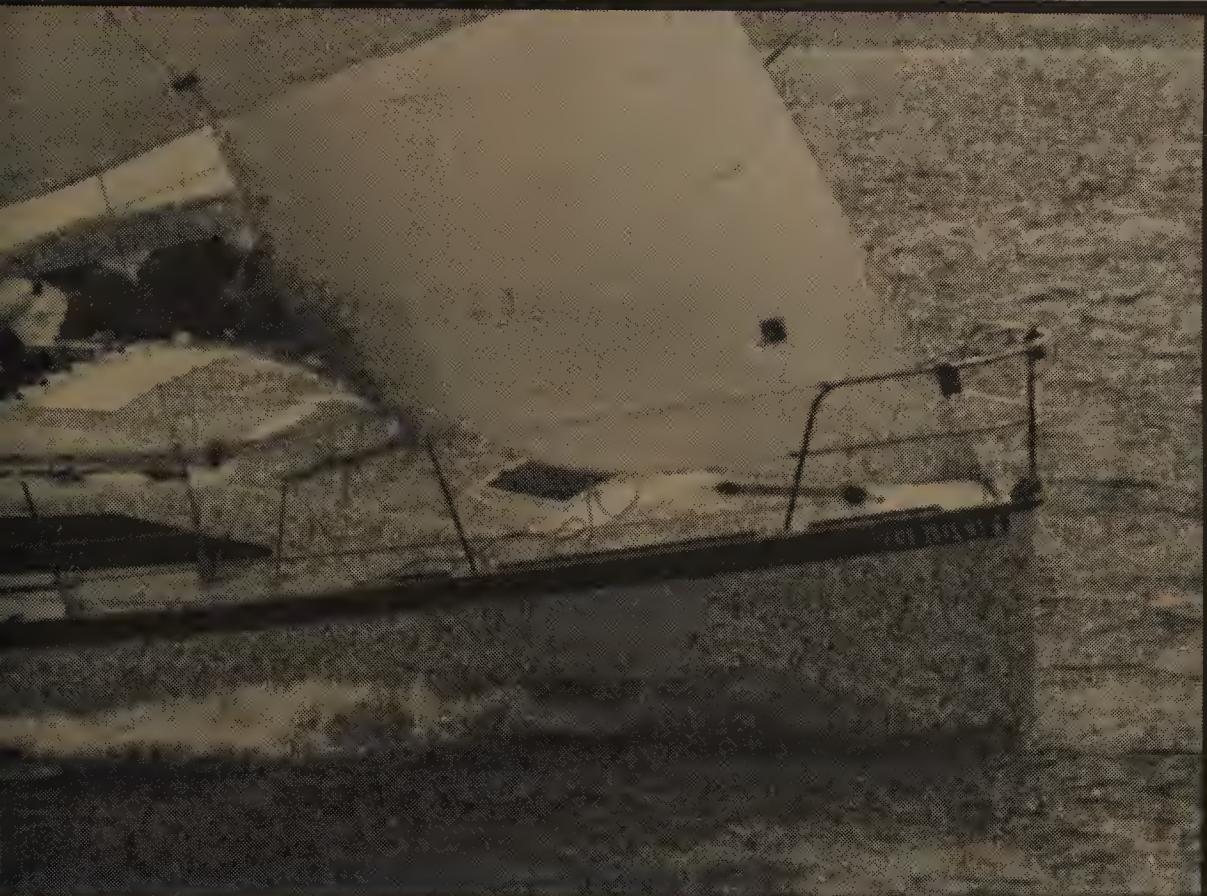
A lot of the entries were big IOR boats, carrying crews of 6 to 10, so with 105 boats there were lots of people around the Richmond club all weekend, especially at the party Saturday night. This was the fifth annual Big Daddy, and as Klein said, "nobody griped". The Richmond club prov-



Photos, clockwise from above: 'Big Daddy' himself, Bob Klein. A Ross 30 on a hot spinnaker reach. 'Sparky's' jazzy chute. 'Mercury' in the foreground on the weather leg.



REGATTA



THE SEASON-OPENING



Photos, clockwise from above: 'Irrational', back in action under new ownership. Chris Corlett on a new Express 34 hot on the tail of Hank Easom's mature 'Yucca'. 'Smokin' J's spook chute. Jonathan Livingston's new Wylie 40, 'Punk Dolphin'.

BIG DADDY RESULTS

A DIVISION — 1) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 2) **Irrational**, Peterson 41, J. Boyden/J. Donovan; 3) **Spellbound**, Olson 40, Lou Fox.

B DIVISION — 1) **Jazz**, One Ton, Rod Park; 2) **Skeedaddle**, One Ton, Otterson/Pingree; 3) **Coyote**, One Ton, Irv Loube.

D DIVISION — 1) **ReQuest**, Express 37, Glenn Isaacson; 2) **Pazzo Express**, Express 37, Bill Ormond; 3) **Mainframe**, Express 37, Baldwin/Saperstein.

E DIVISION — 1) **Sunday Punch**, Express 34, Christopher Corlett; 2) **Woolfpack**, Peterson 48, Leland Wolf; 3) **Sweet Okole**, Farr 36, Dean Treadway.

F DIVISION — 1) **Blue Blazer**, IOR, Bill LeRoy; 2) **Wide Load**, Santana 35, Samuel Bondvich; 3) **Wildfire**, Ranger 37, John Clouser.

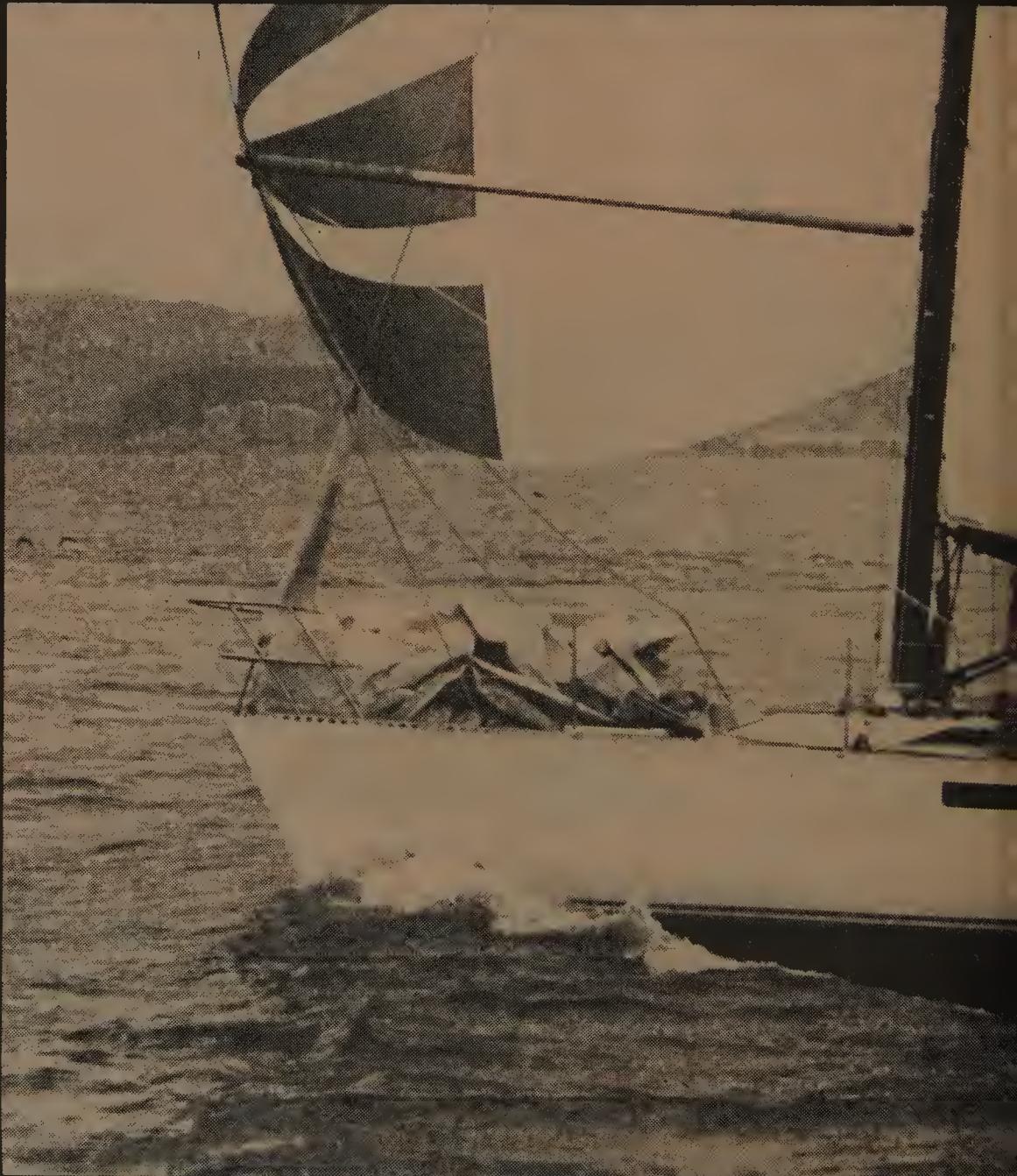
G DIVISION — 1) **Smokin' J**, J/29, Matt Ciesicki; 2) **Maybe**, J/29, John Williams; 3) **Advantage II**, J/29, Pat Benedict.

H DIVISION — 1) **Mercury**, Junk., David Steed; 2) **Annalise**, Wylie 34, Paul Altman; 3) **Screamer**, custom, Dick Horn.

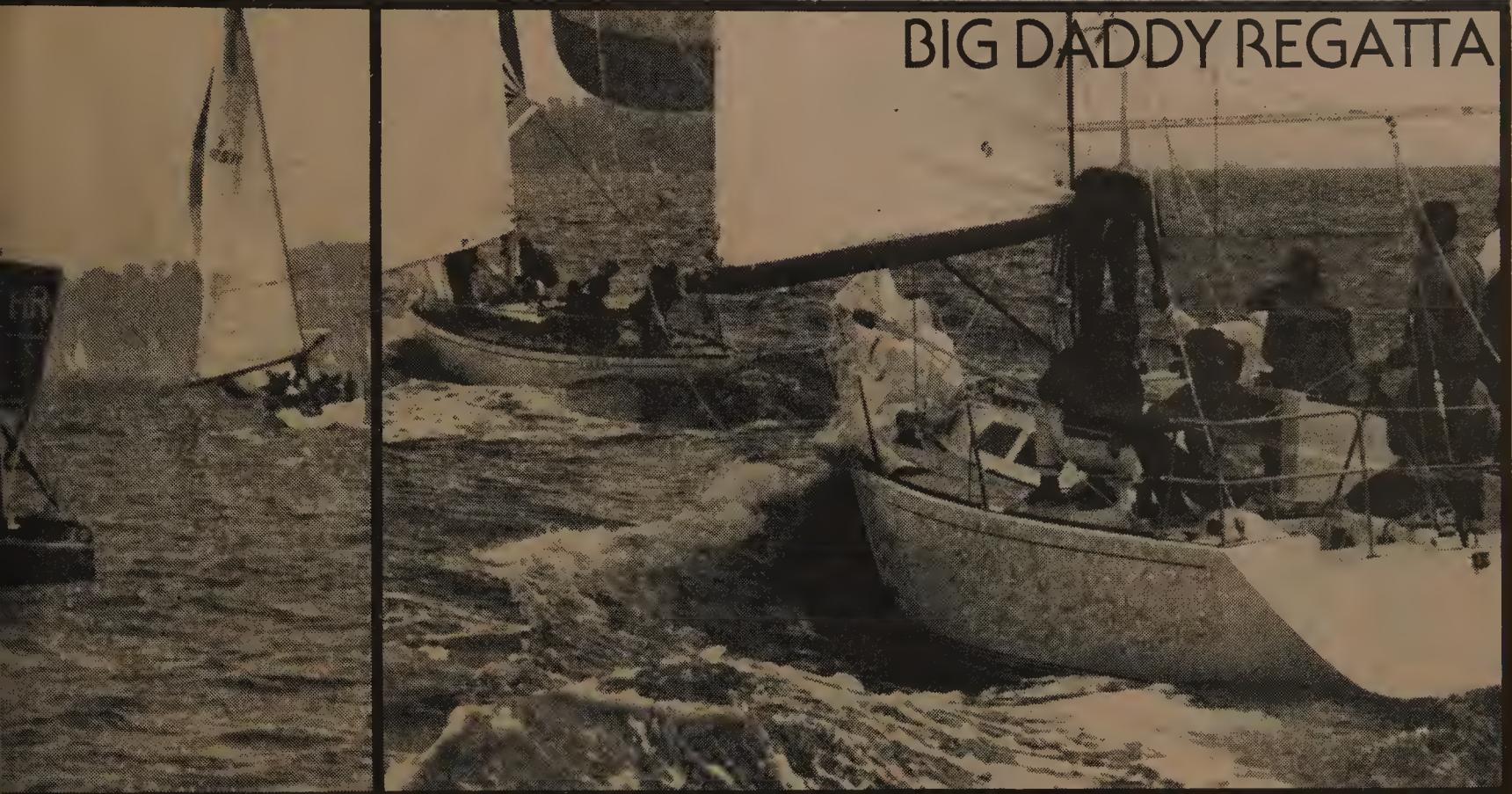
T DIVISION — 1) **Air Tight**, Express 27, Bill Rose; 2) **Trimmer**, Skip Shapiro; 3) **Desperado**, Mike Bruzzone.

U DIVISION — 1) **Hot Flash**, Santa Cruz 27, Bren Meyer; 2) **Action Direct**, Moore 24, Joe Durrett; 3) **Snafu-U**, Moore 24, Mark Berryman.

BIG DADDY — 1) **Wolfpack**, Peterson 48, Leland Wolf; 2) **Arbitrage**, One Ton, Bruce Stone; 3) **Leading Lady**, Peterson 40, Bob Klein; 4) **Still Smokin'**, J/35, Don Trask; 5) **Leon Russell**, Express 27, Johnson/Daniel; 6) **Punk Dolphin**, Wylie 39, Johnathan Livingston; 7) **Skedaddle**, One Ton, Otterson/Pingree; 8) **Violation**, J/29, Noel Rodes; 9) **Sweet Okole**, Farr 36, Dean Treadway; 10) **Coyote**, One Ton, Irv Loube.



BIG DADDY REGATTA



ed again that the best racing is fun racing.

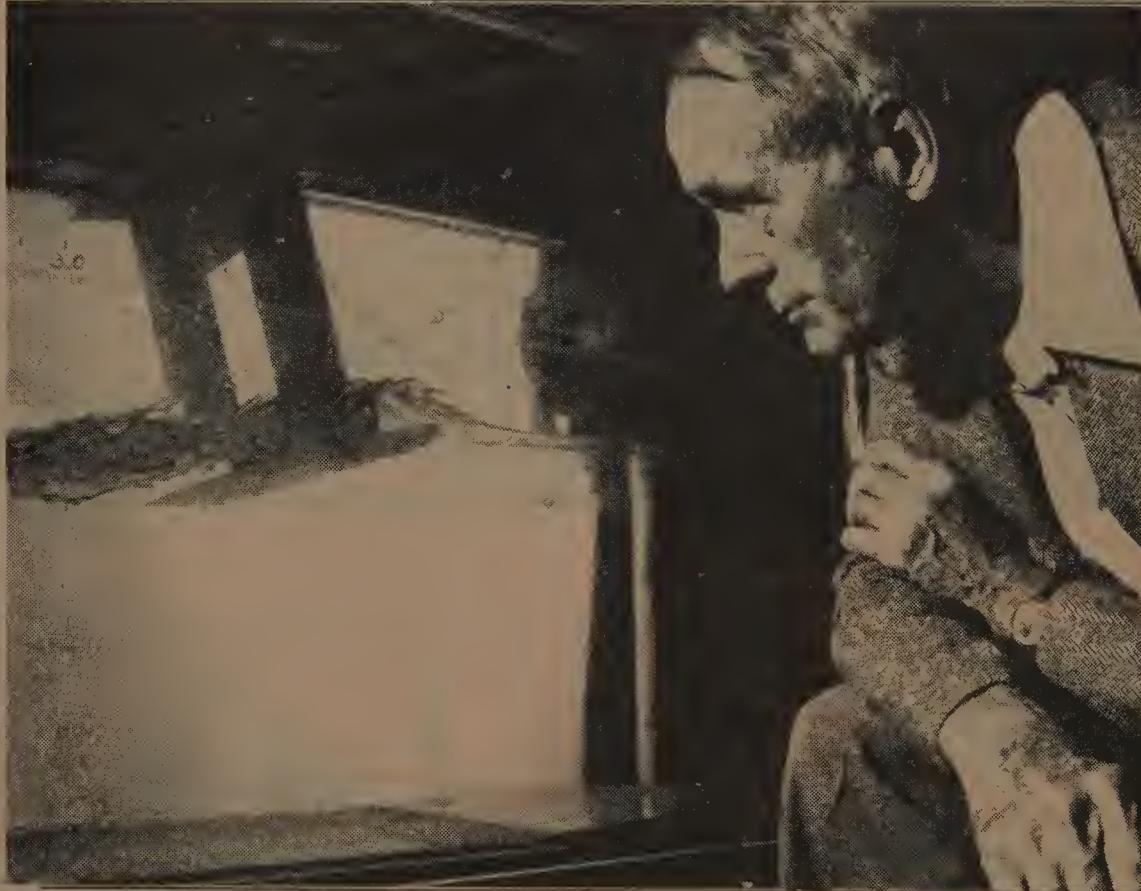
Here are the winners by division for the Saturday races and the top 10 finishers in the Big Daddy Sunday:

— **latitude 38**

THE FAR SIDE

If the 12 Meter USA — with its fore and aft rudders and torpedo shaped keel — rattled your cage this past year as it competed for the America's Cup in Australia, then you don't want to know what Francis Clauser has in mind. The retired professor

ing World War II when he headed up the Douglas Aircraft aerodynamic research program. Pilots of previously designed planes



Francis Clauser, creator of ideas on the far side of the current 12's, inspects some tank testing.

emeritus at Cal Tech has got some truly wild notions about what a fast 12 Meter should look like. And we're not talking fast like five minutes ahead after 24 miles of racing. We mean fast like getting up and planing to weather at 15 to 18 knots!

Bay Area sailors may recognize the Clauser name. Francis' son John is an East Bay physicist who sails the Ranger 37 *Wildfire*, which has a bulb keel of its own not unlike USA's. John is more a sailor than his dad, but the old man, according to John, has always been the more radical thinker.

Francis recently wrote an article for the Cal Tech alumni magazine *Engineering & Science* detailing some of the work he did for the *Eagle* syndicate in 1984 and 1985. Like the Golden Gate Challenge, the Newport Harbor YC group had plans to design both a conventional and a radical entry for the America's Cup eliminations. Johan Valentijn, the naval architect responsible for *Liberty* in 1983, took on the conventional design. Clauser, who had never designed a boat before, was asked to develop the radical concept.

The lack of a sailing background didn't hinder the elder Clauser. He found the problem very similar to his work before and dur-

had complained about the lack of stability and control. Twelve meter helmsmen offer the same gripes about their boats. Clauser worked extensively on rudder and elevator designs for transport, attack and bomber planes. His ability to apply scientific solutions to problems that had previously been approached mostly from intuition (like the early airplanes and most 12 Meters) was what interested the *Eagle* brain trust.

Coming from a non-sailing background gave Clauser a fresh perspective. It may have also made him a pain in the ass. In his article he describes looking at the waterline shape of a 12 Meter with its pointy end forward and broad end aft. "Gee," he said, "that's just the opposite of what we know to be the fastest shape in aerodynamics." He persuaded Valentijn to tow a 12 Meter model backwards just to see what would happen. Heh, heh. Guess what? Towed without its keel and rudder attached, the model had better numbers ass first! Get that guy outta here!

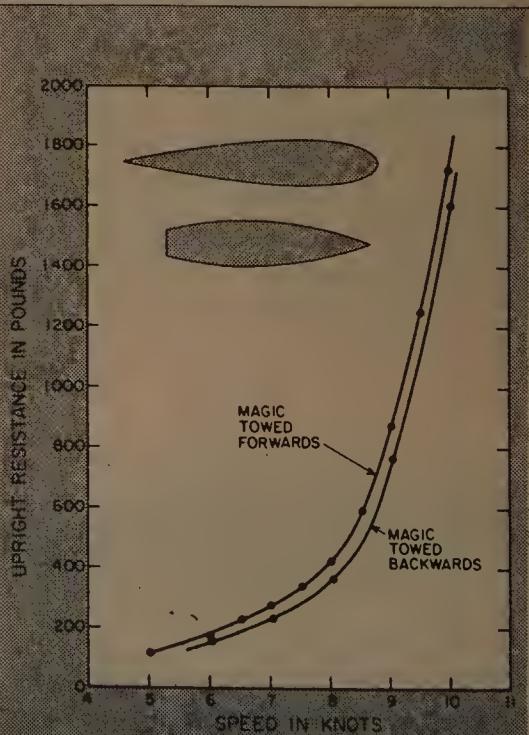
Clauser really began to cut loose when he took a close look at the 12 Meter rule and the relationships between sail area and hull weight. We never got past Physics 101 ourselves, so trying to accurately report on his analysis would be risky. What he ended up was three solutions to the problem of creating a 12 Meter that would be both legal and outrageously fast.

All three plans involve eliminating the 40,000 pounds or so of lead that are usually put in the keel. You only need that much for stability, and Clauser figures there are other ways to solve that problem. One would be an extremely wide boat. Instead of an 11 foot beam like a normal 12, his would stretch 20 feet across. The extra beam would give the yacht enough stability to make up for the loss of the lead in the keel. Another solution would be to wing out either pontoons or ailerons on either side of the hull. Both could be rigged, according to Clauser, so as not to contravene any of the rules.

For example, if someone protested that the outriggers extended out too far, Clauser would counter with the fact that when running before the wind, the boom and the spinnaker pole both extend out an equal distance.

The speed potential for these designs is outrageous. They would weigh about 24,000 pounds and sprout 2,450 square

Weird science. Minus the keel, 'Magic' test results showed she was faster backwards than forward.



OF 12 METER DESIGN

feet of sail. Clauser predicts that they could plane not only downwind, but upwind as well. Yo, go for it!

Perhaps Clauser's wildest concept was the "Jimmy Durante". He took the idea of a protrusion under the bow, like the ones you see

on big freight ships, and calculated that you could build a slender hull with a huge underwater proboscis extending out ten feet beyond the bow. Designed to be used with the pontoons or ailerons, the proboscis model was nevertheless tested with a traditional keel and rudder. The test results, according to Clauser, are nothing short of spectacular. The design had the same resistance at 11 knots that *Liberty* had at nine knots!

Unfortunately, Clauser's ideas were not translated into a full size yacht. The *Eagle* syndicate ran short of funds and time and couldn't build their radical entry. Clauser also approached the New York YC, but they weren't willing to take such a radical tack.

In publishing his ideas, Clauser realizes he is running the risk of having the rule-makers legislate them out of existence. He's also bucking the obsession with secrecy that has enveloped America's Cup designers for over a century. He feels, though, that piddling around with the one or two percent advantage for which everyone keeps searching is ridiculous. "I'm convinced by our tests that improvements of tens of percent are possible," he writes.



Real revolutionary,
Clauser says the
12 Meter at left is
legal. And fast!

Francis Clauser continues to analyze his data from the tests performed with the *Eagle* group, working in the basement wave and towing tank at Cal Tech. John Clauser has been mulling over some of the ideas up in Berkeley. Father and son would like to team up for the next America's Cup series, but so far no syndicates have made any offers. If they do, the fun is just beginning!

— shimon van collie

MEXORC:

WELCOME
Bienvenidos
MEXORC 1987



COSTA CAREYES



Setting the pace, both on and off the race course, at the 11th annual Mexican Ocean Racing Circuit (MEXORC) was Bill Twist and his well-traveled Reichel/Pugh 47 *Blade Runner*. The "gay blades", as this high-energy group from San Francisco is sometimes known, decimated the 11-boat fleet during the last week of February, winning five of the six races overall. Their near-perfect score was ruined in the next-to-last race, a windy 48-mile downwind affair, when their max-depth, glued and riveted boom broke and their colorful 1.5 ounce kite (the so-called "holy guacamole!") exploded irreparably into three big pieces and a lot of little ones.

Bringing *Blade Runner* to MEXORC turned out to be like using a nuclear warhead to flatten an anthill. Class A consisted of five American maxi-racers — four non-IORish sleds and *Sorcery*. Class B consisted of five aging Acapulco boats, ranging in size from 40 to 43 feet, and *Blade Runner*. The 47-ft rocketship from San Francisco generally won the starts from the unaggressive Mexican boats, and then proceeded to sail around their class. "It was a serious case of 'tag 'em and bag 'em'", observed *Blade Runner* crewmember Alan Weaver in reference to the movie *Platoon*.

As well as demolishing the fleet most every day, Twist and his merry men pretty well demolished their brain cells every night, earning respect from their competition for

habitually boozing at the discos until dawn. "We used our usual curfew — none of the crew were allowed to go to bed before



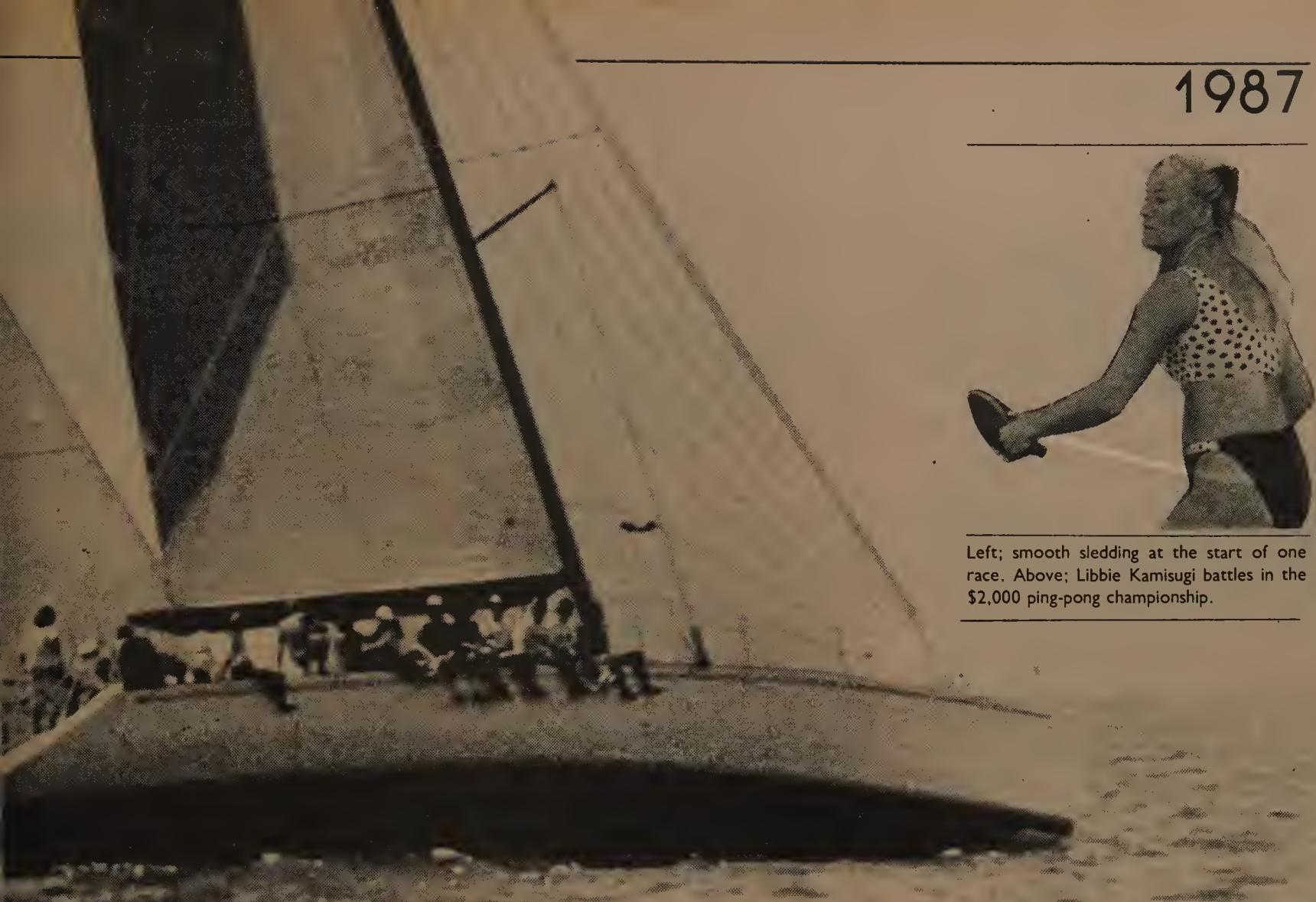
Keith 'the vandal' Randle attacking an unsuspecting vacationer . . .

3:30," remarked Twist, who was generally conceded to have racked up the most time on the dance floor. Twist even considered — but ultimately chose not to enforce — mandatory drug testing of the *Blade Runner* crew, just to be sure that everyone was

pulling their weight on the party circuit.

MEXORC, for those few readers who can't read between the lines, is a wild time; a combination of relatively relaxed IOR racing and intense partying. In odd-numbered years such as this one, it begins in Puerto Vallarta and wanders downwind to Manzanillo by way of Careyes and/or Tenacatita. The circuit is reversed on even-numbered years. Attendance was unusually low this year due to a lack of IOR boats in the Puerto Vallarta Race, which serves as the bi-annual feeder race, and the fact that three would-be Mexican entrants got hammered (one was dismasted) coming up the coast from Acapulco.

The racing part of the MEXORC experience kicked off near Puerto Vallarta with a 16-mile triangle course in Banderas Bay. Pat Farrah's SC 70 *Blondie*, with Dick Deaver onboard, nipped the Norman Davant-driven *Sorcery* by a few seconds in that contest, which saw the two boats overlapped at the finish. *Blade Runner* won overall, putting the fleet on notice as to the shape of things to come. Twist used three spinnakers, two staysails, and at least two jibs in a race that lasts about two hours. No doubt this exhibition of equipment and superb crew-work did a head job on the Mexican competition. *Blade Runner* then carried a spinnaker up the narrow channel toward the docks, deck speakers blaring The Robert Cray Band (their main music throughout the series) with



Left: smooth sledding at the start of one race. Above: Libbie Kamisugi battles in the \$2,000 ping-pong championship.

cervezas flowing, scoring maximum MEXORC-style points.

Puerto Vallarta is the second largest tourist town in Mexico after Acapulco, and is afflicted by all that comes with that distinction. The place literally had a circus in town, complete with the now-famous Siamese twins "Ronny" and "Donny". But that's another story. Most of the fleet was glad to head 102 miles south to the isolated and beautiful bay of Careyes. The downwind overnight race was sailed in light and flukey airs which trapped three of the maxis too near shore. *Blade Runner* saw this and pulled an "end-around", finishing third boat-for-boat behind the SC 70-twins *Kathmandu* and *Citius*.

The fleet stayed in Careyes for four days, earning half a lay day course and a 17.5 mile triangle. A 'real' layday was lost as a mark drifted onto the rocks in the first attempt at the triangle race, necessitating a rematch later in the week. The official excuse for the errant mark had to do with two whales which were seen cruising in the vicinity. In truth, the logistics of putting on a three-port regatta in Mexico are staggering, and the random drifting mark or less than perfect upwind leg were easily forgiven.

By now, the fleet was sorting itself out on the water, with the two oddballs in their classes, *Sorcery* and *Blade Runner*, begin-

ning to look unbeatable. The real action, however, was taking place shoreside. Careyes is a self-contained resort in the mid-

all his one night personal records, sexual and otherwise, at Club Med. But before long an interesting reversal occurred: the trendy bead-carriers from Club Med began to infiltrate the MEXORC action.

Something about being in Mexico gives gringos a license to get a little *loco*, to be less inhibited (read: more inebriated) than they are in the States. Stuff like driving a rented VW into a restaurant, surfing the chaise lounges into the pool, or raising a banana tree to the top of a competitor's mast suddenly became the norm rather than the exception. But the Hotel Plaza Careyes tolerated the scene, which was vaguely reminiscent of spring break in Fort Lauderdale, as the annual MEXORC invasion is one of their big annual money-makers.

The biggest event in the history of Careyes, however, took place a few days after MEXORC departed (was deported?) for Manzanillo. Count Carl Edward von Bismarck, the great-grandson of Germany's Iron Chancellor, married the 1985 Miss USA, Laura Martinez Herring, at a nearby town and held their reception in Careyes. Carl, as everyone came to know him, was staying in the hotel during MEXORC, along with the vanguard of the 240 guests, many of them descendants of European royalty, that he flew in. Despite being dogged by plainclothed security guards, Carl managed to hang out with the sailing crowd a bit, spinning records in the disco and visiting



... the intensity of Bill Twist. 'Bladerunner' was hell on land and sea.

dle of nowhere, featuring three restaurants and one disco and not much else. There's also a Club Med around the corner, which some MEXORC'ers foraged into during the evenings. A *Sorcery* crewmember, who shall remain anonymous, claims to have broken

MEXORC:



Sorcery. His cousin, Countess Yvonne, sailed on *Bladerunner* for two races, while other boats similarly entertained princes, dukes and assorted other jet-setters and beautiful people.

The fleet reluctantly left Careyes bound for Manzanillo, a 48-mile jaunt down the coast in a steady 25-knot breeze. About 10 miles into the race, 35 and 40 knot gusts caught

It sure does. 'Bladerunner's boom.

the fleet by surprise, and the damage was considerable. Conservative estimates put it somewhere in the neighborhood of \$75,000 between the 11 boats. All but one boat in the small boat class blew up a kite, and many a spinnaker pole, bloopers, and halyard were sacrificed in the ensuing mayhem. A crew-member on *Electra*, the N/M 40 formerly from San Diego, broke his arm, which

proved to be the only bodily harm suffered on the race course.

The big boats all hit speeds in the low 20's

The digs at Careyes. The neighboring Club Med crowd mingled over to be part of the action.



Pat Vincent takes a little R&R from the partying.

when the wind piped up. Even Sorcery, with its 26-man crew whooping and hollering, broke the 20 knot fun barrier for the first time. Then they crashed, blowing up the most expensive sail in the fleet — their kevlar main. Then they had to do the last race with a delivery main. *Citius*, under charter to a group from Marina Del Rey, blew up three sails, prompting the words "Rent-a-Wreck" to appear on their transom throughout the rest of the series. *Blondie* won the race overall despite ripping a kite near the end of the day.

The battered fleet found refuge in Manzanillo at the Las Hadas resort, which is Mexico's adult Disneyland. Naturally, the partying picked up again with a vengeance. A well-known Bay Area sailor gave new meaning to the phrase "party 'til you puke" while dancing in the Las Hadas disco. Then there was the boatowner who attempted to steal a VW van from in front of Las Hadas but backed it into a tree, narrowly missing the opportunity to spend the night in the Manzanillo slammer. And so it went.

ALL PHOTOS BY ROB MOORE/LATITUDE 38

Meanwhile, Greg Paxton, with help from Pat Vincent, put in an all-nighter repairing *Blade Runner*'s boom, foregoing the original plan of riveting a Volkswagen door over the two pieces. *Blade Runner* was ready to race the next day, which unfortunately was windless and the race had to be abandoned. The feat did not go unnoticed, however, as Paxton won the "Most Valuable Crewmember" trophy at the awards banquet.

The final race was a carbon copy of the earlier ones, except for more breeze. The R/P 43 *Sidewinder*, now owned by Aaren Saenz (who runs the Mexican Sailing Federation and is Commodore of the Acapulco YC), found the conditions to her liking and took second in class and second overall. Bay sailors Don Trask and Mike Lingsch were onboard the "old snake", which ended up second overall and third in class.

There were two parties which wrapped up the MEXORC festivities, the first of which was the Friday night awards dinner, complete with the obligatory mariachi music and interminable speeches. Bill Twist won so many trophies that he gave one to every crew member and still had a bunch left over for himself. Hawaii resident Art Kamisugi, who owns *Libalia Flash* and chartered *Cheetah* with his friends for this series, won the award for outstanding skipper. The criteria for this award was vague, but our guess is that the MEXORC powers-that-be couldn't justify giving quite everything to the Twist contingent. Art, Libbie, and the *Cheetah* gang did bring a lot of good vibes to the regatta, as well as establishing a new undress code on the race course.

But the real wrap-up event, which is destined to be a yachting classic, was Pat



'Bladerunner's shredded chute at Las Hadas. Remnants were used to make the world's most expensive shorts.'



The old 'detract 'em with the nubiles on the bow' trick employed by 'Cheetah' was offset by a treacherous bunch of bananas.

Farrah's Second Annual Intergalactical MEXORC Ping-Pong Tournament, held Saturday afternoon. Pat, who owns *Blondie*, *Ragtime*, and who knows what else, put

up \$2,000 of prize money for an all-woman ping-pong contest held by the private pool of the Presidential Suite of Las Hadas. Everyone was invited, and great food and drink were available in hedonistic quantities. Paula Blackburne, aka "Cheetah Woman", was the big winner.

In reality, everyone who participated in the MEXORC won. The sailing was great, the Mexican hospitality unrivaled, and one of our friends got arrested. Furthermore, some racers claimed to have gotten a group discount at the Betty Ford Center when they got back to the States.

But it was Keith Randle, veteran of just about every race and every regatta in the universe, who summed up the MEXORC experience in one sentence: "I'll never, ever do the SORC again!"

— rob moore

1987 MEXORC RESULTS

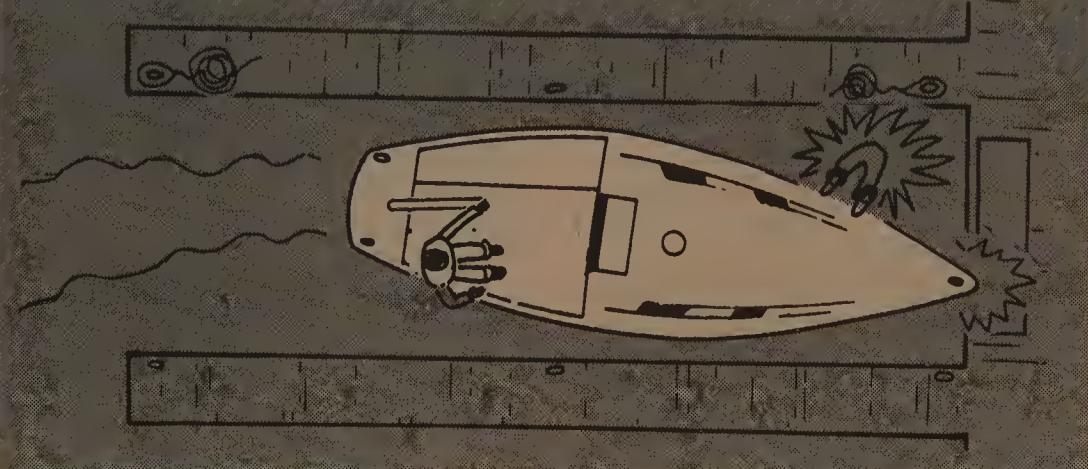
Fleet	Boat Name	Boat Type	Owner/Skipper	#1	#2	#3	#4	#5	#6
Class A									
1	<i>Sorcery</i>	Mull 82	Jake Wood	2	5	1	1	5	1
2	<i>Blondie</i>	SC 70	Pat Farrah	1	4	5	2	1	2
3	<i>Citius</i>	SC 70	Del Rey Syndicate	4	2	2	3	2	3
4	<i>Kathmandu</i>	SC 70	John Landon	3	1	3	4	4	4
5	<i>Cheetah</i>	NM 66	Art & Libbie Kamisugi	5	3	4	5	3	5
Class B									
1	<i>Blade Runner</i>	R/P 47	Bill Twist	1	1	1	1	3	1
2	<i>Sirius</i> *	NM 40	Bob Higgins	3	2	6	4	1	6
3	<i>Sidewinder</i> *	R/P 43	Aaren Saenz	6	5	2	2	5	2
4	<i>Electra</i> *	NM 40	Jorge Escalante	2	4	4	3	6	3
5	<i>Saeta</i> *	NM 41	Rogelio Partida	4	6	3	5	2	4
6	<i>Piet Hien</i> *	Pet 40	Roberto Vulling	5	3	5	6	4	5
*Mexican boats									

AN IDIOT'S GUIDE

The most disastrous dock landing we've ever seen was made by a friend who was learning to sail. Our host graciously (and foolishly) offered to let the novice bring his boat into the dock after a day of sailing on the Bay.

The would-be skipper motored the boat into the slip way too fast, then revved the engine in reverse at the last second in a

WRONG WAY



Captain comes in too fast. Crew falls in water trying to stop boat. Captain yells at crew.

desperate attempt to slow down.

We jumped onto the dock and tried to stop the boat by grabbing shrouds and lifelines. But the momentum was too great and the boat nearly dragged us into the water before it slammed into the dock, sledded up far enough to dent the dock box, then slipped back into the water with a shrill scraping sound.

The friend tried to alibi his way out by calling it a "destroyer" landing. "That's the way we did it in the Navy," he claimed. "Just drive it up to the dock and back the engines down."

The humble but effective spring line is probably the most-neglected piece of equipment on the Bay.

The owner was stoic, but he was not amused by the crash landing, the chipped gelcoat or his guest's lame excuse. The boat simply came in too fast. But we've all come in too fast at one time or another, and the

owner couldn't really get too upset.

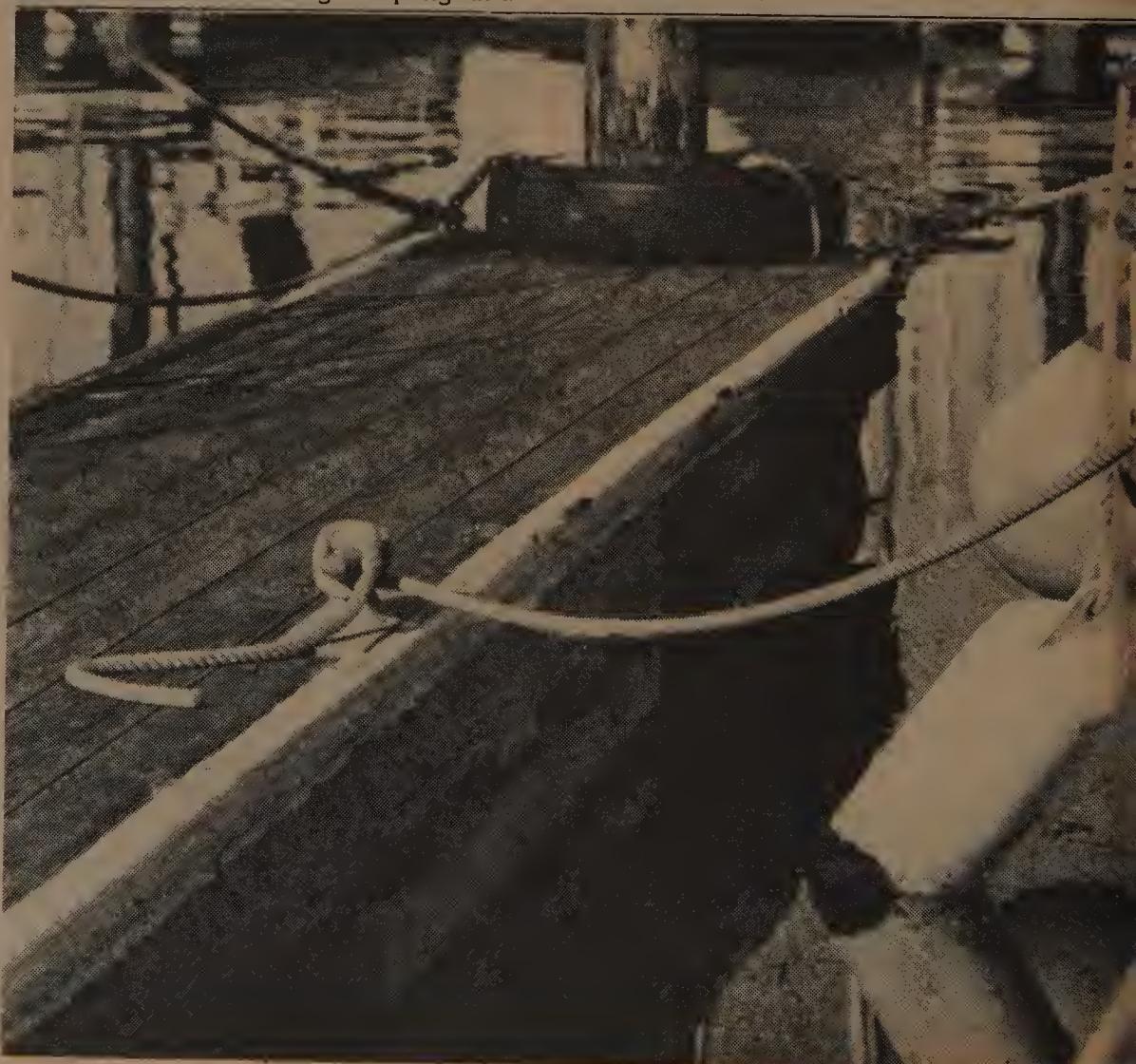
There's an easy, low-tech way to protect your gelcoat, dock box and your crew's nerves the next time you make a "destroyer"

length of rope to stop your boat gently and precisely in its slip every time. Simply attach a spring line to the bow cleat and have a crew member step ashore and loop the line onto the dock's stern cleat while the boat glides by. The spring line stretches tight and stops the boat. The spring will pull the bow toward the dock, so the captain compensates by steering the stern into the dock as the crew grabs the stern line and cinches it up.

And that's it. You're home. No panic. No crunched bow. Nobody in the water. No jangled nerves. No yelling at the crew and subsequent divorce. Take your time with the other dock lines. Pretend all your dockings are just as smooth — in fact they can be. You can stop faking.

With a little planning this will work for single-handed landings, too. Have the spring and stern lines ready. Come in extra slow and step ashore with both lines in your hand. Snug up the spring, pull in the stern

Spring lines are simple and make sense, but not many boats have them. This one is straightforward and effective. Where's yours?



and stroll smugly into the bar.

Make the spring line just long enough to stop your boat where you want it to rest in the slip. Three-strand nylon works best

The spring will gently stop the boat before it hits the one ahead.

because it has more spring to it than other types of rope. Splice or tie loops at the ends and adopt it as a permanent part of your boat's regular dock gear. It will keep the docked boat from surging ahead and help prevent chafing.

Be sure one of your crew knows how to



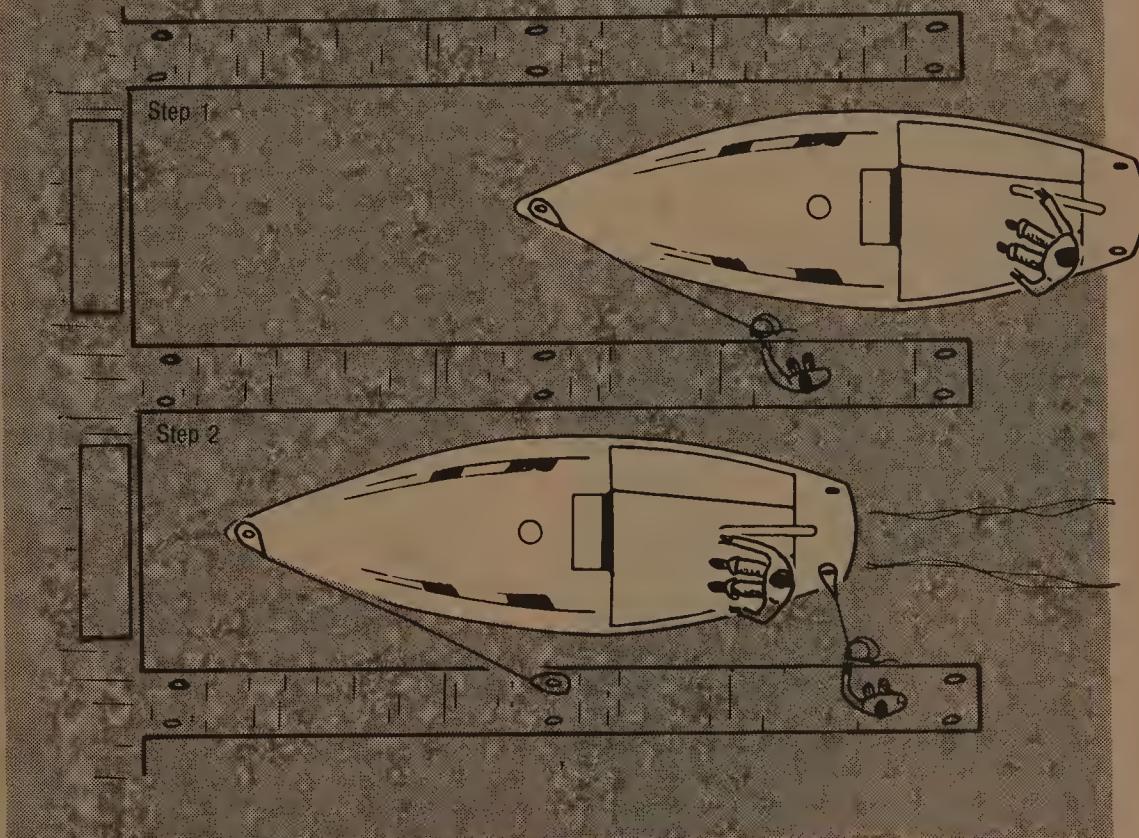
use the spring. If not, teach "Spring Line 101" before you leave the dock. Make the designated springer responsible for keeping track of the line and using it when you return.

When preparing to step to the dock during a landing, be sure to stand near the shrouds, at the wide part of the boat, not at the bow (the pointy end). Why? If the captain is steer-

there is either no room at the guest dock or there is one space left, but it is between two other boats. No problem, skipper. Motor into the spot at a sharp angle, have your crew rig a spring line and then turn your rudder toward the dock.

The spring will gently stop the boat before it hits the one ahead, and the rudder will bring the stern neatly up to the dock, snugly in front of the boat behind you. This is "parallel parking" with a boat. (HINT: Don't try to land a 28-foot boat in a 26-foot space.

RIGHT WAY



Crew steps ashore with spring line, top, and smoothly stops boat. Captain hands stern line to crew, bottom, and takes credit for no-fuss landing.

ing straight into the slip, the waist of the boat will be closer to the dock than the bow. On a boat with a 10-foot beam it would be at least five feet from the bow to the dock — a long step with a reasonable probability of unplanned swimming. From the rail at midships it would be a safe, dry foot or so.

There are other ways a spring line can save you from the embarrassment of bumpy landings. In front of restaurants, for instance — restaurants with window tables full of people awaiting grilled fish platters with nothing better to do than watch you try to get your boat to the dock without denting anything or knocking anyone in the water. This is where you can use a spring line to "parallel park", and step ashore in style.

Typically at any popular sailing destination

A spring won't help.)

When it's time to leave, a spring line can once again save the day. Run a spring line from the dock about amidships to the boat's stern. If the wind's offshore, hoist the mainsail and have a crewmember cast off the bow. The spring and stern lines will hold the stern close to the dock as the sail fills and the bow swings clear of the boat ahead. Then the crew casts off the spring and stern lines and steps aboard (don't forget that last part).

If it's an onshore wind you'll probably want to leave the dock under power instead of sail, but the spring line will still help.

There are other uses for springs, such as backing around the corner of a dock or securing a boat to a non-floating pier. But the main use of a spring line is to avoid smashed dock boxes, keep scratches off the gelcoat and prevent stress among the crew.

— robert spencer and latitude 38

This month, we have race reports from **The Ano Nuevo Race**, the **Spring Keelboat Regatta**, the **Wheeler Regatta**, the **Spring One-Design Invitational Regatta**, the **Spring Dinghy Invitational**, the **SORC, Congressional Cup** and the **BOC**. In addition, we have the final **Midwinter Results** of the season.

Ano Nuevo Race

Somehow the Monterey Peninsula YC's Ano Nuevo race brings out the best and the crazy in all the boats and sailors. They'll be talking about this year's race for years to come.

First off, the big news from the March 14 race: *Pandemonium*, a Nelson Merrick 66 from Richmond, broke the record set last year by the pioneering big sled *Merlin*. It was



Marion and Suzanne Klitz of 'Bloody Mary' celebrate after Ano Nuevo Race.

far from a smooth ride for *Pandemonium*. They were late getting over the starting line, had rain, steep chop and gusts to 35 knots for most of the race, and at one point had so much kelp dragging they had to head up for a while to lose it.

"When we were head to windward scraping kelp off the rudder we watched *Zeus* (Hal Nelson's MacGregor 65) pass us up," said skipper Chris Corlett.

But after ditching the kelp *Pandemonium* soon passed *Zeus* on a spinnaker reach and never looked back. Their time over the 78.6-mile course to the Ano Nuevo buoy and back was 5 hours, 17 minutes and 35 seconds, shaving 12 minutes and 55 seconds off *Merlin*'s mark.

Although first to finish, *Pandemonium* corrected out to fourth place. *Escape* placed first in the A division, followed by *Zeus* and *Outrageous*.

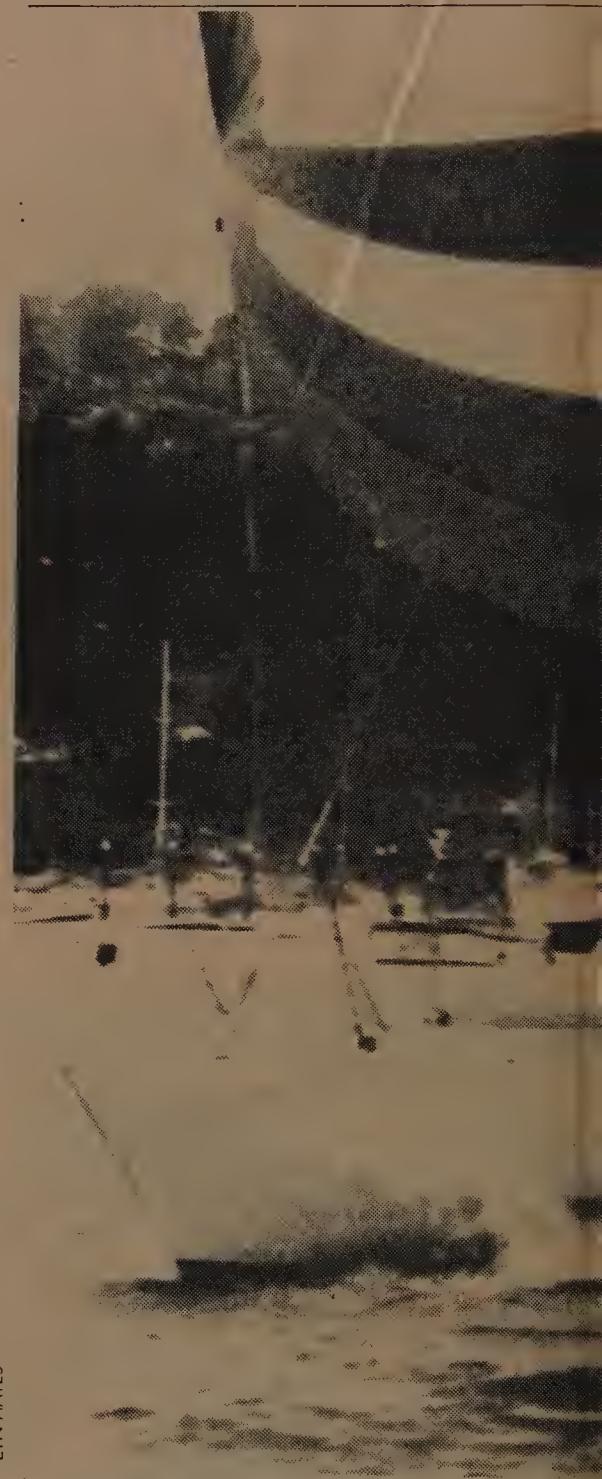
After crossing the starting line 15 seconds late, *Pandemonium* had a fast reach in 15-knot southwest wind. The wind picked up to 25 and the seas got confused, but Corlett said the boat's extra sail-carrying ability let them power through the worst of it with only a little pounding.

About 12 miles from the Ano Nuevo buoy the wind shifted to the northwest, giving them a reach all the way back to Monterey. They carried a No. 4 near the mark, but were still doing 8 knots.

Some boats had a little rougher time than *Pandemonium*. Four boats quit and went back to Monterey. One lost a mast, one mast developed an "S" curve, and one Olson 30 was turned into a submarine.

Galleon, a J/24 skippered by Rick Shema, was 16 miles from the start when the winds shifted to the northwest, about 1 p.m. "The confused seas made it very difficult to remain on course," he said, holding up his bent metal tiller. He turned back.

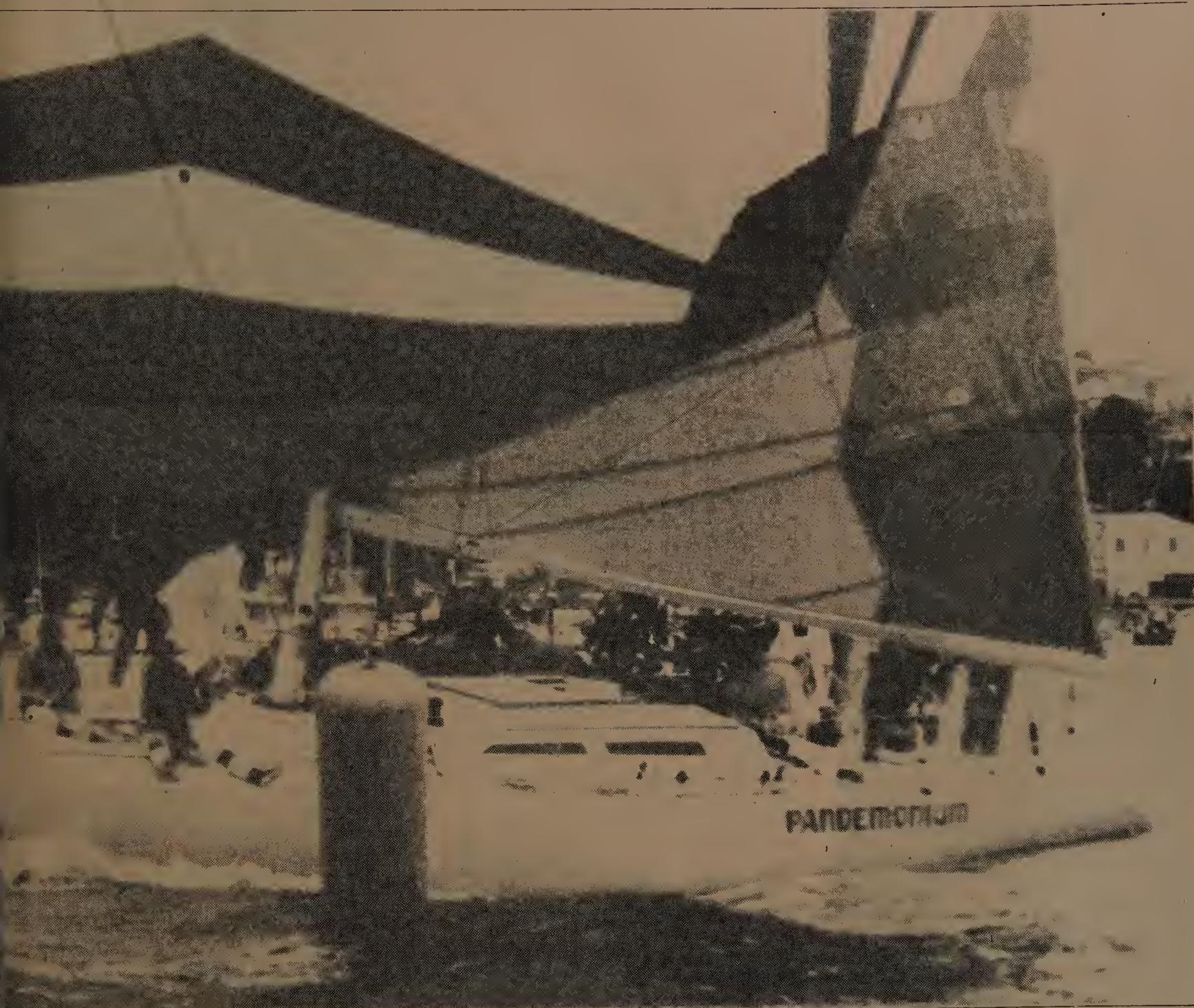
Rosinante a Beneteau 42 owned by Alex Malaccorto suffered a broken mast a few miles off Ano Nuevo and returned to Monterey. "We were within a mile of the buoy when a spreader cut loose," Malaccorto said. "At that point we were close to leading (on corrected time) and would have beat *Escape* to Monterey. But I'm not sorry. I've got four months until my warranty is up."



LYN HAYES

Animal House, an Olson 30 in B Division, spent a few scary moments of the race sailing underwater. "We were under spinnaker when we spotted the first squall," said crew member Peter Costello. "We had four zeroes on the knot meter (which means it was pegged past 20 knots). We took four waves over the bow when we told Tom in the hold to put in the slides in the companionway. He had no sooner done this than we took a doozy. It filled up the cockpit and we were suddenly two feet underwater."

Tom said he was below and "the water was coming in all the cracks." The Olson 30 slowly resurfaced. "We then rounded up," Costello said. "It took us over an hour to get our sailing credentials together again." They



'Pandemonium' crosses the finish line in Monterey after beating 'Merlin's record in the Ano Nuevo Race.

pumped water for 20 minutes, but still managed to finish first in their division.

The crew of *Irrational* has renamed the boat *Irritation*. Tracy O'Connor was aboard, making her first Ano Nuevo race. "It was long and adventuresome," she said. "It was filled with many of my firsts. My first round-up, my first round-down, lost halyards and an 'S' curved mast."

Chris Knauer may have been hallucinating just a tad as he described the race on *Irrational*. "It was a casual scene," he said. "We were playing backgammon on the deck.

Some were watching skin flicks on the mainsail. It was just about the time Marilyn Chambers did her thing when we did ours."

Snapping back to reality he said, "We rounded down."

Billy Ellis added, "We screwed up really bad. I was in the water hanging on to the lifeline and skipper Gary Boyden was on top of me clinging to the tiller."

On the Olson 30 *Patient Lady*, it was a different scene. The crew's average age is 59. They've been doing the race since it started in 1962. "We talked about the war and the Depression," said George Penley. "We never put up the spinnaker after rounding the mark. We did 12 to 14 knots without it. Paul Fuge is now going to name the boat the

Geriatric Lady."

The 17 entrants will have enough stories from this one to last until next year's race. In a race like this, everybody's a winner, but here are the official results:

DIVISION A — 1) *Escape*, Express 37, Dave Hodges; 2) *Zeus*, MacGregor 65, Hal Nelson; 3) *Outrageous*, Olson 40, Richard Linkmeyer; 4) *Pandemonium*, Nelson Merrick 66, Bruce Powell; 5) *Irrational*, Petersen 41, William Ellis; 6) *Compass Rose*; J/36, Darrel Louis.

DIVISION B — 1) *Animal House*, Olson 30, Paul Akrop and Matt Lezin; 2) *Patient Lady*, Olson 30, Paul Fuge; 3) *Sunshine*, Olson 30, John Lawrence; 4) *Shock Wave*, Santana 35, Gerald Stratton; 5) *Salt Shaker*, Santa Cruz 27, Art Sutton; 6) *Grande Jete*, Soverel 33, Jim Coover; 7) *Tsavorite*, Olson 30, Gary Schabel.

— lyn hayes

Spring Keelboat Regatta

The Spring Keelboat Regatta March 14-15 was the first windy race of the season and nobody got bored. Four boats lost their rigs, five crewmen fell into the water, one Express 27 was speared through with a spinnaker pole and one J/24 went up on the rocks at the end of the St. Francis breakwater. Another J/24 took such a knockdown two crewmen had to stand on the keel to get it back upright.

Puffy, flukey wind to about 40 knots combined with strong tides gave everyone a real waking-up after an easy-going Midwinter season.

Most of the crash-and-burns happened on Saturday, but probably the most severe damage was done during the last race Sunday when Jeff Madrigali was driving his J/24 *Sowickcited* under spinnaker, hugging the St. Francis breakwater to get around the ebb when he got a little too close.

"The keel dug into the sand and we just stopped," he said. "The waves pushed us up on the rocks. I've sailed past that point hundreds of times, but I think there was some silting there over the winter, and we had some big wave action that day. I hit as the wave was going out."

Jeff's boat suffered some major damage as the waves bounced it around on the rocks for about 15 minutes until the St. Francis crash boat could pull it off. Jeff had just finished fine-tuning the rig and fairing the hull in preparation for the summer racing season. "We had just rebuilt the whole boat," Jeff said. The rudder's shattered and there is some hull damage, but Jeff hopes to get the boat back in the water soon. Last year Jeff won six of the seven regattas he entered.

Don Trask suggested that the rock at the end of the breakwater be renamed Jeff's Rock in honor of the grounding. It had been previously christened Irv's Rock after Irv Loube's *Bravura* hit it during the Big Boat Series several years ago and Irv ended up with some cracked ribs.

We also heard there's a new drink at the St. Francis bar called "Madro On The Rocks," but that report is unconfirmed.

Trask had his own misfortune during the Keelboat Regatta when his J/24 *Rhythm Method* was knocked so flat that two crewmembers had to climb out on the keel to



get the boat up again. Trask said it happened during a "crash tack" to avoid two boats that came up unnoticed on starboard.

"We had five people on the weather rail in 30 knots and the main and jib were cleated," Trask said. The boat floated high enough to keep water out of the companionway while things got straightened out, Trask said, and they went on to finish the race in the middle of the 35-boat fleet.

One of the dismastes was Hank Easom's Etchells 22 in the second race on Saturday. "We were planing along at about a million miles an hour and the rig decided to go a million and a half. The mast folded and it just fell down. It was the pits."

There were two rig failures in the Express 27 fleet; one came all the way down and the other was twisted into an "S" before the boat withdrew.

The other dismasting occurred when a J/24 clipped the stern of Kevin Reilly's Sailing *Olive Oyl*, breaking the backstay. This happened before the second race Saturday when both boats were about half a mile above the line, tuning their rigs, and apparently both thought they were alone in that part of the Bay.

Mike Bruzzone's Express 27 *Desperado* was about three minutes into the first race on Saturday when a lifeline broke. "I heard a metallic snap noise, and I thought the rig was coming down," Bruzzone said. "I looked up at the rig, then I saw the four guys on the rail hitting the water." Mike said he did a quick turnback and had everyone on board in a

Crew of 'Patient Lady' an Olson 30 entered in the Año Nuevo Race, averaged 59 years of age.

minute and a half.

Mike dried out his crew at the St. Francis and came back to win the second race. He broke a gooseneck in the fourth race.

"It was exciting sailing," he said. "We had excellent wind and weather."

The fifth dunking of the regatta occurred at start of the first race Saturday when crewman Eric Wood fell off Chris Kelly's J/24 *Chris Craft*. There were 35 J/24s entered, and Kelly said he was busy just trying not to run into other boats jammed at the start, and didn't know Wood had fallen in until another crew member yelled.

"I looked back and he was like a dog on the freeway," Chris said. "He was getting hit by boats, pushing off boats, going under boats and bobbing around." Wood swam to a race committee Whaler at the leeward end of the line and sat out the race. "It was the fastest 50-yard swim I've ever seen," Kelly said.

"We left him there," Kelly said. "We were already so late. We understood we'd be disqualified for not finishing with the same number of crewmen we started with, but it was a practice race for us. It would have taken too long to pick him up."

Kelly picked up his soaked crewman after the race. Luckily he had dry clothes on the boat. After a cup of hot coffee he was ready for the next race.

In the final bit of carnage, the Express 27



Summer Palace apparently spun out in about 30 knots of wind after rounding the leeward mark in the first race Saturday, and the following boat, Locomotion ran into it, punching a hole in Summer Palace with its spinnaker pole below the waterline.

"It was one helluva wild time," Mark Murray said, whose Soling Gael Force broke a backstay on Sunday.

The Spring Keel Regatta is an annual event that was limited to Etchells, Solings and Stars until a few years ago, when the other classes were added.

Here are the results:

ETCHELLS 22 — 1) Bogota, John Ravizza; 2) Fine Line, Roger Ivy/Vito Bialia; 3) Hob, Duane Hines.

EXPRESS 27 — 1) Trimmer, Skip Shapiro; 2) Keeper, Bill Melbostad; 3) UXB, Patrick Strange.

J/24 — 1) Howdini, Eric Arndt/Gene O'Hagan; 2) Dejavu, Chris Perkins; 3) Iranian Moderates, Keith Milne.

J/29 — 1) Maybe, John Williams/Dee Smith; 2) J'ouvert Mornin, John Arodt; 3) Potsticker, Kirk Denebeim.

SOLING — 1) LikeLike, Craig Healy; 2) Gotcha, Jerry Price; 3) Delusions of Grandeur, Bob Baldini.

STAR — 1) Mercury, Steve Gould; 2) no name, Doug Smith; 3) Zulu King, Chuck Lewsadder.

Help For Pacific Cup

The Pacific Cup was started by Hal Nelson and friends in 1980 to give San Francisco racers an alternative to the TransPac — a chance to sail to Hawaii from San Francisco instead of having to go to Los Angeles first.

The first year 40 boats raced, but then interest seemed to fall off somewhat; three were 25 entries in 1982, 21 in '84 and in '86

there were 27.

Last year Ballena Bay YC, sponsor since the race began, lost about \$17,000 and decided it couldn't afford it anymore. The future of the race looked pretty uncertain until Marina Eisenzimmer sort of adopted it and started trying to nurse it back to health.

Needed are sponsors or ideas that will lead to sponsors. Call Marina at work, 964-4000 or home, 969-8521.

You don't just announce a race and then go out to the starting line to say ready-set-go. Marina said it takes about \$20,000 and 30 volunteers to put on the Pacific Cup. Entry fees of \$500 per boat and some corporate sponsor contributions go for planning expenses ranging from race packets (\$500 last year), phones (\$2,000), secretarial help (\$6,000), and awards (\$6,000). As with any far-flung effort, there were unexpected glitches, such as some stolen T-shirts and lost radios. Race organizers even lost money on the awards banquet in a Honolulu hotel.

In addition to the usual problem of attracting entries to a relatively new race (the TransPac started in 1906), last year the Pacific Cup had to compete with the Golden Gate Challenge for corporate sponsors.

Marina, wife of the Ballena Bay YC vice-commodore, thinks the race is well worth continuing. "Vancouver has its race to Hawaii, Los Angeles has its own race and San Francisco should have one of its own," she said. If you agree with her and have some ideas on how to do it, she'll be glad to hear from you.

Wheeler Regatta

After a half-hour postponement to allow the wind to finish shifting to the west, Berkeley YC's Wheeler Regatta had a clear weekend of racing March 21-22 in 15-knot winds and partly cloudy skies.

It was the 15th annual Wheeler, named in honor of former club Commodore Rollo Wheeler who disappeared with his family while on a fishing trip in the Sea of Cortez in the early '70s.

Chris Corlett won the Wheeler Cup for first overall in PHRF in his new boat Sunday Punch, an Express 34. Dean Treadway won the City of Berkeley Trophy for first overall in IOR with Sweet Okole, a Farr 36.

The results:

IOR DIVISION A — 1) Sweet Okole, Farr 36,

Dean Treadway; 2) Jazz, Beneteau One-Ton, Rod Parks; 3) Tsunami, Castro 40, John Cains.

IOR DIVISION B — 1) Annalise, Wylie 34, Paul Altman; 2) Savoy Truffle, Custom Half-Ton, Peg Hickman; 3) Farr Out, Farr 30, Jerry Sharp.

PHRF A — 1) Sunday Punch, Express 34, Chris Corlett; 2) Power Play, J/29, Peter Cunningham; 3) MacDuck, Olson 29, Peter McLaird.

PHRF B — 1) Mad Hatter, Wylie Wabbit, Colin Moore; 2) Mister McGregor, Wylie Wabbit, Kim Desenberg; 3) George, Olson 25, G. Ballard/S. Roberts.

PHRF C — 1) Baerna Baogahail, J/24, Titus/Grandin; 2) Deja Vu J/24, Chris Perkins; 3) Elixir, J/24, S. Killips/D. Duggan.

PHRF D — 1) High Appraisal, Newport 30, Patrick Lane; 2) Paddy Murphy, Merit 25, James



Rudder of Jeff Madrigali's J/24 was shattered when the boat went up on the rocks at the end of the St. Francis YC breakwater.

Reed; 3) Redline, Merit 25, Gerald McNutt.

PHRF E — 1) Smoky, Ranger 23, John Nelson; 2) Upward Bound, Cal 20, Peter Fowler; 3) Jowen, Santana 22, Robert Ward.

Spring One-Design

Clear skies and ideal conditions prevailed during the St. Francis YC Spring One-Design Invitational Regatta March 21-22. There were 68 boats entered in seven divisions.

Results:

ETCHELLS 22 — 1) 600, Hank Easom/L. Mohn; 2) Ultra Violet, Don Jesberg; 3) Norma Jean, Craig

Healy.

EXPRESS 37 — 1) **Pazzo Express**, Bill Ormond; 2) **Ringmaster**, Leigh Brite; 3) **Foghead**, Mick Shlens.

ISLANDER 36 — 1) **Wild Onion**, Allan M. Schuman; 2) **Juggernaut**, Frank Tomsick; 3) **Tom Cat**, Allan Sebastiani/Kathleen Sebastiani.

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Danville Express**, Andy Hall; 3) **Achates**, B. Schultz/B. Schlock.

OLSON 30 — 1) **Killer Rabbit**, W. Cloverdale; 2) **Think Fast!**, Albert Holt; 3) **Vorticity**, Jeff Gething.

SANTANA 35 — Protest pending at press time.

TARTAN 10 — 1) **QE 3**, Doug Baird; 2) **Wave Runner**, Glen Krawieg/Ed Campbell; 3) **Wizz Lass**, Len Jackson.

Spring Dinghy Invitational

Zach Berkowitz finished second in International 14s in the St. Francis YC's Spring Dinghy Invitational March 7-8. That's pretty good for Berkowitz, considering his experience with the boat.

"I'd never sailed an International 14 before in my life," he said. "I sail 470s. We got an offer from a builder in Santa Barbara to give us a boat for the weekend to try it out."

The I-14 is a two-man trapeze boat. Berkowitz found it to be a "tiny boat with an awful lot of power. We capsized in the third race. The 505 is a battleship compared to the 14s."

The regatta was held in good weather between storms, with light to moderate

westerly wind shifting to the south on Sunday, in contrast to last year's Invitational held in stormy conditions with a northeast wind on Sunday, producing a big chop off the St. Francis.

In the Snipes, Warren Wheaton continued his winning ways in *Wheaties* taking class honors for the second year in a row. Last year Warren won SBYA and District championships, but "we did terrible at the North Americans," held at the Richmond YC.

The winner of the Finn division was Russ Silvestri, who barely lost out to John Bertram in last year's Olympic trials.

The results:

505 — 1) **Virgin Effort**, Mark Adams and Jay Kuncl; 2) **no name**, Jeff Miller; 3) **Victoria**, J. Gilmour and J. Wondolleck.

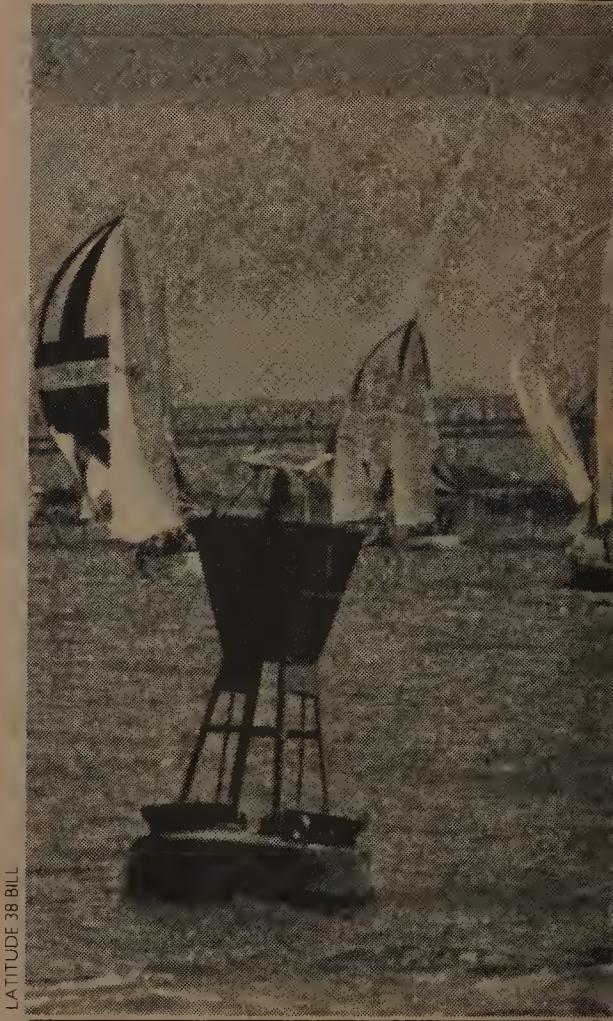
INTERNATIONAL 14 — 1) **Plastic Liquor**, Tom Edwards; 2) **no name**, Zach Berkowitz; 3) **no name**, Steve Toschi.

SNIPE — 1) **Wheaties**, Warren Wheaton; 2) **Shotgun Wedding**, Packy Davis; 3) **Gold Street III**, Bill Denhart.

FINN — 1) **no name**, Russ Silvestri; 2) **no name**, Louie Nady; 3) **no name**, Doug Hansen.

SORC

Sailmaker Lowell North, who finished second in the Southern Ocean Racing Conference last year, came back to win first overall this year with *Sprint*, his new



LATITUDE 38 BILL

Joubert/Nivelt 42.

The fleet of 61 boats entered in the six-race series included 10 maxis, the most ever for SORC. The new *Ondine* maxi inexplicably lost her mast March 20 in relatively light air during the 25-mile Naseau Cup, the last race of the series.

The only Bay Area entry in the big-boat classic, Randy Short's *Sidewinder*, was dismasted in the Miami-Naseau race and missed the last event, placing sixth in class and 23rd overall.

There were five IOR classes and two IMS.

MARCH MIDWINTER RESULTS

SCC Midwinters

The final race of the five-race series was held March 7 in typical spring conditions with 12 to 15 knots of wind. A few of the bigger boats raced in the Big Daddy Regatta over at Richmond, but the rest did two laps around a course that included Yellow Bluff, Harding Rock and Knox. Race Chairman Milt Roed said it was a good race to finish the series, with "no untoward incidents."

Here are the results for the last race, followed by the series finals.

Division I — 1) **Power Play**, J-29, Peter Cunningham; 2) **Sundance**, SC 27, Rob Moore; 3) **Outrageous**, C&C 34, Bartz Schneider.

Division II — 1) **Ruckus**, Newport 30-3, Paul Von Wiedenfeld; 2) **Perezoso**, Excalibur 26, Linda Kasper; 3) **Serifos**, Islander 28, R. Lee Weller.

Division III — 1) **Peer Gynt**, Knarr, Kjell Skaar; 2) **Amanda**, Newport 30-2, Patrick Broderick; 3) **Inshallah**, Santana 22, Shirley Bates.

ONE-DESIGNS — **Columbia Challenger** — 1) **Suzy Q**, James Van Biarigan; 2) **Osprey**, James Adams; 3) **Shay**, Rich Stuart.

Golden Gate — 1) **Sanderling**, Tom Anderson; 2) **Osprey**, Peter Sears; 3) **Pajarita**, Robert MacDonald.

Triton — 1) **My Way**, Lowell Jett; 2) **Bolero**, Ely Gilliam; 3) **Cyrene**, Chris Wahl.

Ranger 23 — 1) **Twisted**, Don Wieneke; 2) **Nightwind**, Dick Sloan; 3) **Impossible**, Gary Kneeland.

SERIES FINALS

Division I — 1) **Ringmaster**, Express 37, Michael Reynolds; 2) **Power Play**, J-29, Peter Cunningham; 3) **Sundance**, SC 27, Rob Moore.

Division II — 1) **Starkite**, Catalina 30, Brian McDonough; 2) **Perezoso**, Excalibur 26, Linda Kasper; 3) **Huffin**, Cal 2-27, Gerald Olson.

Division III — 1) **Peer Gynt**, Knarr, Kjell Skaar; 2) **Amanda**, Newport 30-2, Patrick Broderick; 3) **Inshallah**, Santana 22, Shirley Bates.

ONE-DESIGNS — **Columbia Challenger** — 1) **Suzy Q**, James Van Biarigan; 2) **Osprey**, James Adams; 3) **Shay**, Rich Stuart.

Golden Gate — 1) **Osprey**, Peter Sears; 2) **Pajarita**, Robert MacDonald; 3) **Kuulua**, Chris Kraft.

Triton — 1) **Skye Mist**, Paul Brent; 2) **My Way**,

Lowell Jett; 3) **Bolero**, Ely Gilliam.

Ranger 23 — 1) **Twisted**, Don Wieneke; 2) **Nightwind**, Dick Sloan; 3) **Masked Man**, Wallace Murray.

Metropolitan YC Midwinters

The final race in the series got off to a somewhat shaky start when about half the Olson 30 skippers didn't realize the race had been delayed for a second time.

Mistaking the delay gun for the start, five or six boats chased each other around the course in light air, and were later disqualified en masse. The rest of the fleet waited at the starting line for the wind to fill while the Olsons 30s sailed the 1987 Futility Cup.

Final results in the four-race series:

SATURDAY

DIVISION I — 1) **F.A.D.**, Olson 29, George Olson/Chip Bern; 2) **Sparky**, Mull/Donovan 30, Bill McCluen; 3) **Fast Company**, Farr 1020, Harold Dow.

DIVISION II — 1) **Absolute 80**, Wylie 33, Keith MacBeth; 2) **Swell Dancer**, Santana 35, Jim



'Starlight' rounds windward mark during Berkeley YC's Wheeler Regatta.

The results:

IOR I — 1) Kialoa; 2) Boomerang; 3) Matador.
IOR II — 1) Infinity; 2) Leading Edge; 3) Fujimo.

IOR III — 1) Sprint; 2) Advantage; 3) Blue Yankee.

IOR IV — 1) Bodacious; 2) Ragtime; 3) Jackknife.

IOR V — 1) Kathyrn; 2) Picante; 3) Pipedream.

IMS I — 1) Infinity; 2) Leading Edge; 3) Merrythought.

IMS II — 1) Regardless; 2) Man-O-War; 3) Pirate Twin.

Congressional Cup
 Iain Murray, Aussie skipper of Kookaburra III in the America's Cup series, finished dead last in a field of 10 identical Catalina 38s used in the Long Beach YC's Congressional Cup.

A race organizer said Murray's comment was, "We made too many mistakes." The Congressional Cup is a showcase for some of the big names in racing, but they don't always finish on top.

This year's cup was won by Edward Owen, a tactician on the British 12-meter

White Crusader. In a three-way tie for third were Chris Dickson, skipper of New Zealand's Kiwi Magic; Peter Isler, another America's Cup crewmember; and John Shadden, son of one of the Long Beach club officers. In fifth place was Dave Perry, a top East Coast sailor.

BOC

The light air off the Brazilian coast favored the lighter boats in the third and longest leg of the 27,000-mile BOC Challenge around-the-world race. Although five of the bigger Class I boats had already arrived in Rio from Sydney, Frenchman Jean-Luc Van Den Heede, crossed the line in his 45-foot *Let's Go*, an hour ahead of Class I challenger Bertie Reed, in the 60-foot *Stabilo Boss*.

Two more Class I boats finished before the overall Class II leader, Mike Plant of the U.S. arrived in *Arco Distributor*.

Meanwhile, Canadian John Hughes continued to make slow progress toward Cape Horn under jury rig on the 42-foot *Joseph Young* after being dismasted in early February. He plans to replace the rig in the Falklands before continuing to Rio.

At the end of the third leg, leading the 16-boat fleet were three Frenchmen, Philippe Jeantot in *Credit Agricole III* in first place, followed by Titouan Lamazou in

MARCH MIDWINTER RESULTS — CONT'D

Graham

DIVISION III — 1) Wave Train, Olson 911s, Rick Caskey; 2) Mesmerize, C&C 35, Todd Lee.

DIVISION IV — 1) Madhatter, Wylie Wabbit, Colin Moore; 2) Zott! Choate 27, Robert Hrubes; 3) Volatile Agent, Moore 24, Joe Durrett.

DIVISION V — 1) Araminta Herreschoff 33, Emily Hogan; 2) Roulette, Ranger 28, Jerry Ingalls; 3) Moncho II, Santana 27, Paul Rosenthal.

DIVISION VI — 1) Roxanne, Santana 22, Susan Hay/Mike Bruno; 2) Jubilee, Arlei, Don Morrison; 3) Cinnabar, Cal 25, Ed Shirk.

CAL 227 — 1) Wanika, Steven Wilson; 2) Zephyr, Bruce Nesbit; 3) Party Line, Nick Barnhill/Art Graham.

EXPRESS 27 — 1) Desperado, Mike Bruzzone; 2) Trimmer, Skip Shapiro; 3) Summer Palace, Brian Goepfrich.

J/24 — 1) Cigar Man, John Kostecki; 2) Elixir, Scott Killips; 3) Chicks Dig It, J. Peter Young.

J/29 — 1) Advantage II, Patrick Benedict; 2) Potsticker, Kirk Denebem.

NEWPORT 30 — 1) Topgallant, Frank Hinman; 2) Mintaka, Gerry Brown; 3) Achates, Bill Schultz/Bob Scheck.

OLSON 25 — 1) Fastlane, Norman Williams; 2) Honey's Money, Bob Evans; 3) Fast Freddie, Wyatt Matthews.

OLSON 30 — 1) Killer Rabbit, William Clevordale; 2) Saint Anne, Richard Heckman; 3) Think Fast, Albert Holt.

RANGER 23 — 1) Snow Storm, George Morris; 2) Smokey, John Nelson.

SANTANA 22 — 1) Buffalo Honey, Lou Fields; 2) Esea Rider, Joseph Schmidt; 3) High Hopes, Aldan Collins.

SUNDAY

DIVISION A — 1) Something Special, Soverel 33, Alex Tchick; 2) Think Fast!, Olson 30, Albert Holt.

DIVISION B — 1) Smokin J, J/29, Don Trask; 2) J Spot, J/29, Tom Fancher; 3) Violation, J/29, Noel Rodes.

DIVISION C — 1) Wavetrain, Olson 911s, Rick Caskey; 2) Peppermint, Santana 30/30, Larry Cathoum; 3) Dancer, Tiffany Jayne 34, Dick Packard.

DIVISION D — 1) Magic Jammies, Wavelength 24, Charles Witcher/Nick Rau; 2) Loose, custom, Jerry Fisher; 3) Zott! Choate 27, Robert Hrubes.

DIVISION E — 1) Grand Siam, Cal 29, Fred Min-

ning; 2) Hurrah, Yankee 30, John Wright.

DIVISION F — 1) III Sheets, Sprinta Sport 23, Tony Soter; 2) Con Carro, Cal 2-27, Gary Albright; 3) Temptation, Cal 2-27, Rollye Wiskerson.

EXPRESS 27 — 1) Summer Palace, Brian Goepfrich; 2) New Wave, Hill Blackett; 3) UXB, Patrick Strange.

INTERNATIONAL FOLKBOAT — 1) Svea, Terry Manchester; 2) Elska, Lesta Nadel.

ISLANDER 30 — 1) Current Asset, John Bowen; 2) Antares, Larry Teiford.

ISLANDER 36 — 1) Grumpy Dog, Cyndy Hessenbruch; 2) Tom Cat, Alan Sebastian.

J/24 — 1) Downtown Uproar, Wayne Clough; 2) Hardtack, Charles Allen.

SANTANA 22 — 1) Roxanne, Susan Hay/Mike Bruno; 2) Limestone Cowboy, Mark Lowry; 3) Jowen, Robert Ward.

WYLIE WABBIT — 1) Madhatter, Colin Moore; 2) Mr. McGregor, Kim Desenberg/Caroline Grover.

CYC Midwinters

The wind gods were more generous than some people could handle during the Corin-

Ecureuil d'Aquitaine, and Jean-Yves Terlain in *UAP — Pour Medecins San Frontieres*. In fourth place was American Guy Bernardin in *Biscuits Lu*.

The fourth and final leg to Newport, R.I., is to start April 11.

Catalina Race

Northern and Southern California both have the Pacific Ocean, sailing and an island 25 miles offshore. In Northern California the race to the Farallones is usually a hard, wet beat. In Southern California you can fall into a hole on the way back from Avalon and you might as well drop anchor for the night.

The Catalina Race, opening round of the Whitney Series, was run in 8 to 12 knots of shifty, puffy wind. The race drew 56 boats in five classes. After rounding the west end of the island the wind picked up and there was a beam reach in 15-20 knots until the southwest tip of Catalina, where a hole stopped everybody and the race basically started over.

A close reach in 8-12 knots got most of the bigger boats back around midnight, making the race somewhat faster than most. The results:

IORA — 1) *Roller*, Steve Franta; 2) *Free Enterprise*, Rich Ettinger; 3) *Conquest*, Art Moreno.

IORB — 1) *Allegiance*, Davis/Schofield; 2) *White*

Knight, Phil Friesman; 3) *Passion II*, Peter Tong. *PHRA* — 1) *Allusive*, Robin Vollmer; 2) *Millennium Express*, Tom Hines; 3) *Gitane*, Ronald Ricker.

PHRB — 1) *Pazzo*, Joe Bajunco; 2) *Obsession*, Lieger Syndicate; 3) *Medicine Man*, Glen Helling.

Upcoming Races

The **Master Mariner's Regatta** will be moved up a day from its traditional Memorial Day Weekend Sunday to Saturday, May 23, to avoid conflict with the Golden Gate Bridge's 50th anniversary pageant, classic yacht parade, Naval review and fireworks show all scheduled Sunday, May 24.

More than 100 classic yachts built or designed before World War II are entered, but the **Master Mariner's Benevolent Association** is seeking more entries. The race, which began in 1867, will have 10 divisions. The 145-foot revenue cutter *Californian* and the 120-foot *Jacqueline* will make return appearances.

Entry fees are \$30 for association members and an additional \$15 for non-members. Entry deadline is April 30. For entries, contact Gary King, P.O. Box 114, Point Richmond, CA 94807 or call 237-5136 or 233-9833.

Entry deadline for the **1987 Transpac** is May 1, and so far the number of entries is

MARCH MIDWINTER RESULTS

thian YC's finale to its four-race series Feb. 21-22. One Ericson 35 put on a show during a downwind start Saturday, broaching, dipping the pole into the water and breaking it in the process, and then slamming into another Ericson 35 that couldn't get out of the way.

"It was a good one," said race chairman George Horsfall. "They got the spinnaker back up before they noticed the pole was broken. Then they took it down."

If the wind had been out of the north as usual, the committee could have set up a normal windward start, but unusual wind is part of the fun in midwinter series, so Horsfall said they decided to "give everyone on shore a thrill" and went for the spinnaker start.

Here are the final results of the series:

PHRF I — 1) *Coyote*, Beneteau One-Ton, Irv Loube; 2) *Hana Ho*, SC50, Wolfe Croker; 3) *Pazzo Express*, Express 37, Bill Ormand.

PHRF II — 1) *Sweet Okole*, Farr 36, Dean Tread-

way; 2) *Power Play*, J/29, Peter Cunningham; 3) *Think Fast*, Olson 30, Al Holt.

PHRF III — 1) *Sundance*, SC 27, Noel Wilson; 2) *Desperado*, Pearson 10M, Jaime Muniz.

PHRF IV — 1) *Farr Out*, Farr 1020, Jerry Tharp; 2) *Petrified*, Burns T/2, Levin/Moss; 3) *Blackhawk*, CS-30, Art Ball.

PHRF V — 1) *Huffin*, Cal 2-27, Jerry Olson; 2) *Summer*, Cal 2-27, Paul Shinoff; 3) *Smogn*, Peterson T/4, Courtney Clarkson.

PHRF VI — 1) *Tension II*, Cal 20, John Nooten; 2) *Amante*, Rhodes 19, Kirk Smith.

ERICSON 35 — 1) *Wanderlust*, Bruce Munro.

ETCHELLS 22 — 1) *600*, Hank Eason.

EXPRESS 27 — 1) *Abigail Morgan*, Ron Kell.

J-24 — 1) *Bout Time*, Vito Bialla.

KNARR — 1) *Peer Gynt*, Jim Skear; 2) *Wynnschip*, Wynn Oliver; 3) *Lykken*, Bob Fisher.

OLSON 25 — 1) *Fast Fred*, Wyatt Mathews.

SOLING — 1) *No Name*, Jim Bitter.

TARTAN 10 — 1) *Gammon*, Randy Broman.

10D — 1) *Prophet*, Henry Mettler.

NON-SPINNAKER — 1) *Limelight*, J/30, Harry Blake; 2) *Zephyr*, Cal 2-27, Bruce Nesbit; 3) *Cara Mia*, Ericson 32, Jeff Kolling.



RACING SHEET



'Little O's crew had a well-rounded outlook during the Metropolitan Oakland YC's midwinter series.

running ahead of the last race, held in 1985.

The race will start Thursday, July 2, off White's Point five miles from the entrance to Los Angeles Harbor. Two years ago 66 boats started and all but three finished.

Light wind slowed the pace. First to finish was Nick Frazee's *Swiftsure III*, a Nelson/Marek 68 ultralight that could have covered the 2,225-mile course in about eight days. Instead it crossed the line at Diamond Head after 10 days, 19 hours and 21 minutes. Race sponsors are hoping for better wind this year.

For more information and an entry packet, contact the Transpacific Yacht Club, P.O. Box 3208, Station B., Long Beach, CA 90803 or call race chairman James Rogers, (213) 427-5867.

Sandy Purdon, director of the Stars and Stripes Sail America Foundation, and Dr. Richard Virgilio, director of trauma medicine at Mercy Hospital and Medical Center in San Diego, will race single-handed from San Diego to Hawaii to raise money for trauma research and education in the **Race for Life**.

They will compete over the 2,300-mile course in two 46-foot Kelly/Peterson yachts. The race is to start June 21. Donors will be made honorary members of the boats' crews.

—CONT'D

Santa Cruz YC

Now that Santa Cruz has its new dredge and the channel can be kept open during the winter, the Santa Cruz YC decided to start a midwinter series. They expected 20 or 30 boats, with one start for everybody. When 53 boats entered, race organizers were pleased, but the starting line got a little crowded.

During the largest race 45 boats hit the line at once. "It was very interesting," said Roger Sturgeon, chairman of the race committee. "It may be the last time we'll do it that way. Next year we'll probably have two starts."

Sturgeon said the club was "totally ecstatic with the way it turned out. We think this is going to be a growing event."

There were five Saturday races in the series over as many months, with the final race held March 21. Courses ranged from 6 to 16 miles. Sturgeon said there was never a

Race Notes

What a difference a couple of months makes. With the arrival of February and March, big-time United States racing sailors' thoughts turn to the Southern Ocean Racing Conference (SORC) in Florida and the Bahamas. Even weary America's Cup competitors such as Dennis Conner and Paul Cayard were on hand.

USA skipper **Tom Blackaller** was in Florida, too, but not out on the water. No, he was a commentator on ESPN. But before we let you think that the cable channel has become so enamored with sailing that they're broadcasting the Circuit, we have to tell you that Blackaller was a commentator for ESPN's coverage of the Miami Grand Prix. As in auto racing.

It's unclear whether or not Blackaller has given up sailboat racing for good, but he did tell the audience that he himself would be behind the wheel this year at Riverside, Laguna Seca, Portland, Sears Point and other events.

We don't know much about auto racing, but just about everything we know came from Blackaller's comments during the broadcast. He was excellent. Especially in comparison to the way he fared against *Stars & Stripes* in the America's Cup trials.

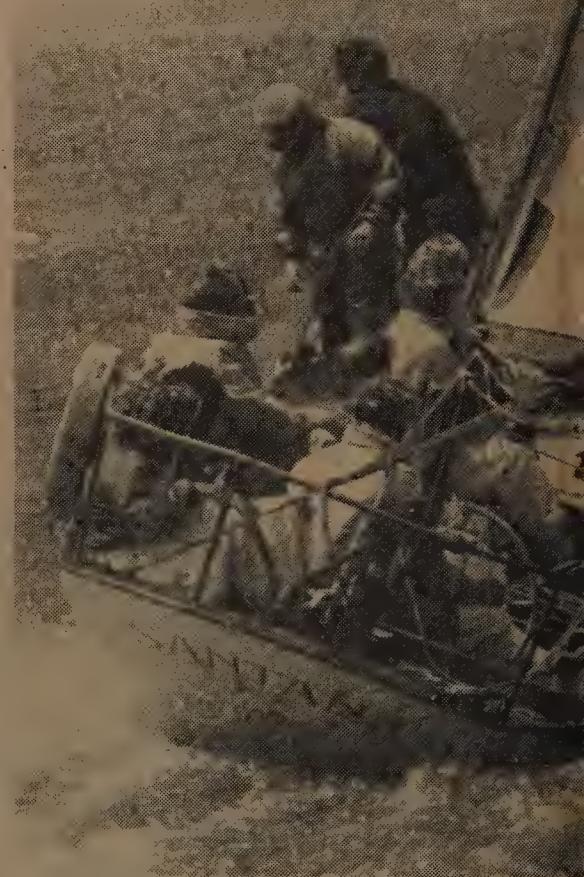
In a related matter, ESPN announced that Mario Andretti and A.J. Foyt would be replacing Gary Jobson and Jim Kelly as their

commentators for the America's Cup in 1990. April Fool, of course!

Speaking of the recently concluded A-Cup, it's really surprising that with so many newsmen on the scene, nobody got the real story of why *Stars & Stripes* was able to so easily thrash the previously invincible Kiwis. It turns out that it wasn't a thrashing at all, but a tank job by the Kiwis. Faced with the overwhelming prospect of having to host the Commonwealth Games, the Whitbread Around the World Race and the America's Cup all at the same time, put out the edict: "Lose or else!" So reports a Kiwi acquaintance.

Throughout the 20th century, many gifted Americans have had to go across the Atlantic Ocean to get the recognition they deserved. It's happened with writers, jazz performers, **Chrissie Hynde** and the great **Susie Quatro**. And maybe it's now happening to Alameda naval architect **Carl Schumacher**. It's always seemed to us that Carl has rarely gotten the commissions he's deserved after designing such boats as *Summertime Dream*, *Wall Street Duck*, as well as the extremely successful Express 27s and 37s. Schumacher was also heavily involved with the design of *USA*.

All that notwithstanding, we read more about Schumacher in English magazines than in the United States sailing press. What we read is that Carl's *Lightwave 48* for



Oyster Marine of England was a big hit at the boat show, and that the company has now announced a *Lightwave 395* one-design. Both *Lightwaves*, while light by English standards, are not ultralights by California standards. The 395, for example, is just under 40 feet and displaces 11,000 pounds.

Wouldn't it be ironic if someone purchased one and brought it to Northern California. It would be, "From Alameda, by way of Colchester, Essex, England, the *Lightwave 395*!"

MARCH MIDWINTER RESULTS—CONT'D**The results**

1) *Stray Cat*, Olson 30, Doug Kirk; 2) *Kabala*, Olson 30, Jay Bennett; 3) *Octavia*, Santa Cruz 50, Stu Kett; 4) *Safu-U*, Moore 24, Mark Berryman; 5) *Variety Show*, Santa Cruz 27, Rob Schuyler; 6) *Outrageous*, Olson 40, Rick Linkmeyer; 7) *Poopsie*, Santa Cruz 27, Lou Lee.

SANTA CRUZ 27 — 1) *Variety Show*, Rob Schuyler; 2) *Poopsie*, Lou Lee; 3) *Dynallow*, Mark Dini.

MOORE 24 — 1) *Safu-U*, Mark Berryman; 2) *Seldom Seen*, Carol Coatney.

OLSON 30 — 1) *Stray Cat*, Doug Kirk; 2) *Kabala*, Jay Bennett.

WRA Winter Series

How light was it? The wind was so light in the second race of the Women's Racing Association's winter series February 14 that Sandi Harris dropped anchor and kept her spinnaker up at the same time against a

strong ebb.

It didn't work. Only one boat finished the race: Glenda Carroll in *Chesapeake*, a *Merit 25*. Winds were light during the first race, too, on January 12. But the third race had decent wind at least most of the time, and the series finished with a flourish.

Results:

RACE I / SPINNAKER DIVISION — 1) *Peppermint Patty*, *Merit 25*, Gayle Vial; 2) *Loose*, *Custom 24*, Vicki Buchner; 3) *Hot Spunk*, *J/24*, Vicki Sodaro.

RACE I / NON-SPINNAKER DIVISION — 1) *American Express*, *Ranger 26*, Linda Ardleigh.

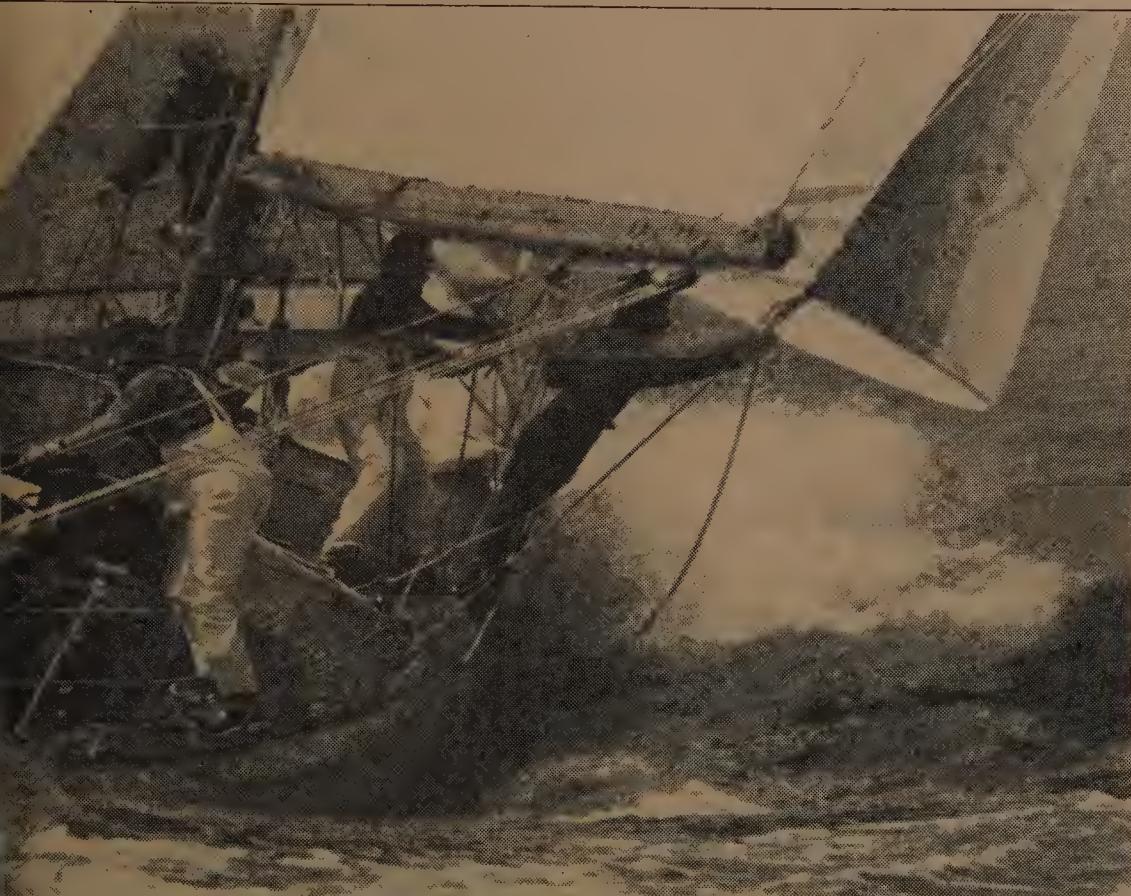
RACE III / SPINNAKER DIVISION — 1) *Peppermint Patty*, *Merit 25*, Gayle Vial; 2) *Chesapeake*, *Merit 25*, Glenda Carroll; 3) *Hot Spunk*, *J/24*, Vicki Sodaro.

RACE III / NON-SPINNAKER DIVISION — 1) *Skedaddle*, *Ranger 29*, Nancy Farnum; 2) *Sweet Breeze*, *Cal 20*, Mary Coffey.

lack of wind. One race was shortened because of too much wind, something that seldom happens during midwinter races on the Bay.

Santa Cruz sailors are used to sailing in the summertime in consistent wind, but winter sailing has been spotty because of the channel sanding problem. The new midwinter series gave some of them a new experience with shifting winds and varying conditions. Instead of leaving the harbor and turning right for the drag race, Sturgeon said the midwinters called for "lots of tactics and a test of our skills."

In addition to awards for the top seven boats overall, there were trophies for the top boats in the three one-design fleets that fielded more than five boats.



'Santana', the 55-ft Olin Stephens yawl once owned by Humphrey Bogart, will be part of the Master Mariner's Regatta on the Bay May 23.

According to a press release from **Kenyon Marine's Sparcraft Division**, Dennis Conner cited three things that gave *Stars & Stripes* her remarkable speed in the America's Cup finals: The new winglets on the keel, the adhesive material from 3M on the bottom, and a lighter mast from Sparcraft.

What was so special about the mast? According to Ron Love, expert helmsman and president of Sparcraft, it was the refinement of plain engineering rather than the application of any space-age materials. "We took the halves of a normal 12-meter mast and had an aerospace subcontractor chemically etch away sections of the interior that were not subject to excessive stress. Then we modified the doublers, or internal strengthening plates, by drilling holes to remove weight. We replaced all the exterior fittings with titanium instead of the normal stainless steel. And finally, we made the spreaders and jumper struts out of carbon fiber instead of aluminum."

The result was a mast that was 1,008 pounds, just four pounds over the 12-meter minimum and 70 to 100 critical pounds less than that of most competitors.

We don't know about you folks, but we're not about to waste another minute before

having our local aerospace subcontractor chemically etch away the low stress areas of our mast. It couldn't be too expensive, could it?

Some of you may remember that about a year ago we reported the rumor that the outstanding Farr 52, **Zamazaan**, had been sold in "as is" condition for a piddling \$25,000. We recently were assured that this was the case, that John Fordham of Long Beach was the lucky guy, and that the boat was entered in the just-completed Newport Beach to Cabo San Lucas Race.

The news of the sale price will probably break the heart of one very experienced Honolulu sailor who dearly wanted the former class winner of the Clipper Cup, TransPac and Big Boat Series, and who had offered \$90,000 for her. Crocker Bank, which held the paper, turned the offer down. They then paid \$16,000 to have her fixed for the trip to the mainland and sold her for the above-mentioned \$25,000. Talk about an unnecessary banking bath!

All that's history; what's news is that she's reportedly been restored to terrific shape. We do know that she now sports a taller rig that gives her 30 percent more sail area while rating a mere 45.1 under IOR. And that's without an old-age allowance. With some good sailing, there could be some more TransPac pickle dishes in the two-wheeler's future.

If you were expecting the **maxis** to make

an appearance at this fall's St. Francis YC Big Boat Series, we'll have to disappoint you with the news that they'll be missing again this year. It turns out that 1987 is the summer of maxis in Europe. King Juan Carlos of Spain will be hosting a maxi regatta at Palma; the Aga Khan will sponsor another affair at Sardinia; Prince Rainier will do the honors for another at Monaco; and, some illustrious personage will do the same for the doings at St. Tropez.

And the maxi fleet is healthier than ever. There's a new *Kialoa* and new *Ondine*, as well as the still strong *Boomerang*, *Matador*, *Millene*, *Emeraud*, and others. In fact, there are enough maxis to split the fleet into two groups, Class A and Class B. Actually, what happened is that the guys with the 80- to 85-foot boats got tired of having the 70- to 75-footers correct out and steal their glory. So now they race separately, together — if you catch our drift.

The good news is that the group will end 1987 at the Southern Cross Series in Australia, then in 1988 head for the China Sea Series, the Kenwood Cup, and finally, the St. Francis Big Boat Series.

Of much more immediate interest is April 26's Antigua Race Week. Last we heard, Dee Smith was set to drive Arch Marez's multi-trapezeed Schumacher-designed **Eclipse**. That's the serious side of racing at Antigua Race Week. The casual side is all the shoreside nonsense and *Big O*, our Ocean 71 charterboat, mixing it up on the course with five sisterships.

The **Double-Handed Farallones Race** April 4 had attracted 70 entries by press time, including five MacGregor 65s and two Australian boats.

Six cameras will record the action on two boats and the film will be shown at the awards ceremony April 7 at the Islander Yacht Club, (it was originally to be at the Metropolitan).

The **J Festival West**, a three-day racing seminar sponsored by J Boats West of Alameda and J World of San Francisco will be held April 10-12 on the Oakland Estuary. Lecturers will be Matt Ciesicki, Larry Klein and Gib Biddle. There will be talks in the mornings and evenings, sailing in mid-day and a party Saturday night. Registration is \$25. For information call Ciesicki at 522-0545.

CHANGES

With reports this month from **Magic Moon** on the coast of Baja; **Swan** in Elba, Italy; **Krisarin** in Puerto Vallarta; **Solace** in Z-town; **Jolly Roger II** in Larnaca, Cyprus; **Quetzal** in the western Caribbean; **Shadowfox** in Auckland; **Misty** in — and out — of Panama; and, cruise notes.

COURTESY OF SWAN

Magic Moon — Cheoy Lee 41

**John Bouhsa and Robin,
Guests of Doug & Catherine
The Coast of Baja
(Ventura)**

A quartet of us Southern Californians just spent a January on the west coast of Baja aboard *Magic Moon*. We have three things to report:

1. Every source we read warned of dirty fuel at Turtle Bay and advised the use of a 'Baja filter'.

But as we filled our jerry jugs on the pier, Gordo and son Alfredo assured us that the fuel was now good and clean. It looked clean although it was being pumped from a large storage tank at the end of the pier that looked anything but new.

While emptying the first jug into the boat's tank, we filtered it, of course. But since the filter didn't reveal a trace of water or ca-ca, we brazenly proceeded to pour the remaining 35 gallons, unfiltered, directly into the tank. We used all of the fuel motoring back to San Diego with no problems, and didn't collect any water in the fuel/water separator. Could this be progress?

2. As for aids to navigation, we saw no light at Punta Colnett at night and no light structure during the day.

A light described by all the guides as being at Point Azufre (inside Bahia San Quintin) seems to have been discontinued in favor of a new light. Not indicated on any charts, the new light is located on the southernmost shoreline of Cabo San Quintin itself.

During our approach from the south at night, the new light caused us a bit of confusion. We assumed it was the light at Punta Azufre; thanks to good visibility and the likes of a full moon — without which we wouldn't have approached the area — we were able to figure things out before getting into an embarrassing situation.

3. The Customs inspector in San Diego told us that *all* northbound yachts must now clear in at San Diego. This is as opposed to clearing at your first port-of-entry in the United States. We had considered 'humping' up to L.A. to clear in as the *ChartGuide* said we could. The inspector told us that had we

done this they would have been very, very angry. I guess this is a change.

— john bouhsa 2/19/87

John — We're certain that Gordo and Alfredo are well-meaning, but if you clog your filters all to hell in rough seas they're not going to be around to help. While one clean load is a good sign, we think it's premature to assume that genuine progress in the quality of fuel has been made. We'd have done just as you did; filter until we were convinced it wasn't needed.

As for aids to navigation in Mexico, we'll always remember arriving at Cabo Falso to find that important beam stuck in one position. Let the navigator beware!

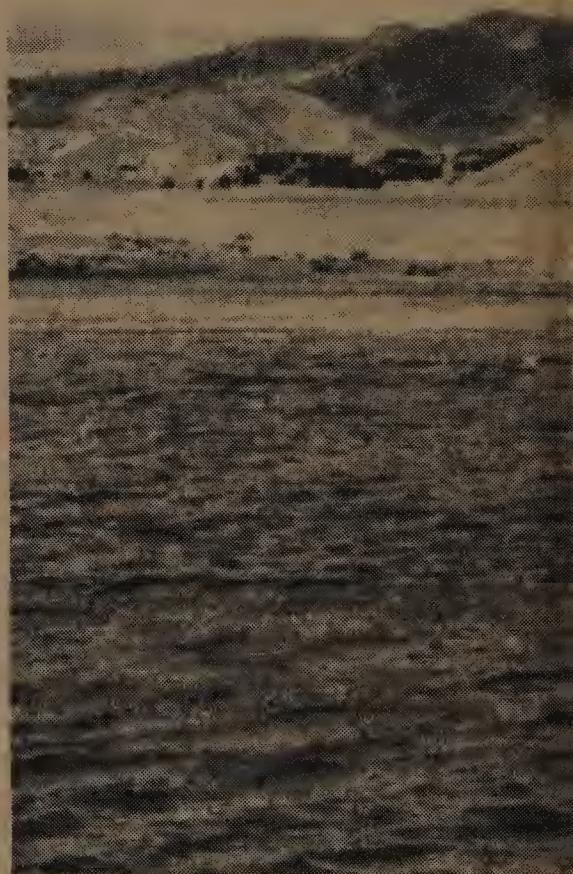
Our recollection is fuzzy, but we believe that just a short time ago the folks at Customs decided they wanted all pleasure boats coming north to check in at San Diego. In any event, we wouldn't buck the trend. They've been doing the vast majority of checking-in for years and they're all set up for it. By going to L.A. you run the risk of asking a government employee to try to do something they don't do all the time. It could lead to all kinds of delays.

Down in the Virgin Islands they've got a similar deal. Customs encourages pleasure vessels to check-in at St. John, where the familiar — to them — process is quick and simple. You can also check-in at St. Thomas, but Lord help you. We tried it and Customs pretended we were a cargo vessel and required a ridiculous amount of filling out of forms and running around town before the job was done. Never again!

Swan — Garden Porpoise Kellogg and Diana Fleming Elba, Italy (San Francisco)

Five years have passed since we pointed *Swan* west from San Francisco and at least two have passed since our last 'hello' to home in *Changes*. So, here is a brief update.

Superb sailing in the northeast monsoon carried us from the Maldives to the Red Sea via Salalah, Oman and Aden, South Yemen. Both ports, Oman especially, were



extraordinarily hospitable and fueled our interest in seeing more of this mysterious and often incomprehensible part of the world. The story of how our affection for it grew is a long one, but the warmth and generosity that characterized our people encounters in the Middle East was the driving force. We entered the Red Sea in January and day-sailed north inside the reef system that shelters the sea's west coast. Two months later we were berthed at the Suez Yacht Club waiting our turn to convoy through the canal.

A pristine wilderness both above and below the waterline, the Red Sea provided us with the finest cruising of our trip and we recommend it to anyone willing to risk some isolation in exchange for exposure to

IN LATITUDES



Cruising the Eastern Mediterranean. Desert and anchorages, curious villagers.

unspoiled marine life, often majestic desert anchorages, and villagers whose curiosity and warmth made visits ashore seem more like the Pacific than the often mistrusted world of Islam.

After clearing Egypt, we based Swan in Cyprus for a year, making cruises to its close neighbors and working a bit in between to pump up the cruising kitty. Turkey's south and west coasts are now popular cruising grounds and we enjoyed them along with hundreds of other cruisers based in the eastern Med.

Less-visited Tel Aviv is an overnight sail from Cyprus, and Diana and I used Israel's convenient bus system to tour inland from Swan's berth in Tel Aviv Marina. We also returned to Egypt for a more relaxed look

than our first visit provided when months of uninterrupted Red Sea cruising had left the boat a bit tattered and underprovisioned.

Although we saw few American boats in the anchorages east of Italy, we did share tall tales with two San Francisco cruisers: Jim and Mary Carter of *Sun Bear* passed on their copies of *Latitude 38* to us when we arrived in Larnaca, Cyprus. We then shared this 3rd hand welcome news (and lots of good Cypriot wine) with Dick and Pat Muenster of *Osprey* when they arrived from the Red Sea a few months later. We are now wintering in Italy on the island of Elba following a summer of cruising the Greek Aegean.

Hello to our sailing friends back in the Bay Area.

kellogg and diana fleming 2/22/87

Kellogg and Diana — You sure know how to make folks jealous!

Krisarin — N/A

Jerry Methaney

Puerto Vallarta

(Marina del Rey)

After helping some local fishermen push their skiff off the beach after it broke away, I stepped on some broken glass and cut my foot so badly it required five stitches. I paid the price of my stupidity for not wearing the old tennis shoes I brought just for that purpose. The medical bill at the emergency room? Everything, including the anesthetic, stitches and the cleaning of the wound came to \$4.50.

Since I have a little time on my hands, I'd like to pass on some observations to cruisers following in my wake.

Coming down the coast of Baja, the local fisherman always wanted to trade their fish and lobster for .22 shells. I didn't have any to trade, but after persistent requests I became curious and asked them why they wanted them. I figured they must want them to shoot rabbits or quail. Finally at Isla Ascencion a fisherman told me the real reason; they want them to shoot seals that steal fish from their nets!

The seals are protected by law, but the fishermen care little about that. They only seem to understand their immediate problems. I'm asking cruisers not to trade .22 shells to these fishermen. We may not be able to stop the killing of seals, but at least we won't be ignorantly contributing to the problem. Besides, there are better items you can trade: beer, cassette tapes, outboard oil, etc.

— jerry 1/7/87

Solace — Columbia 36

Mark & Patsy Matson & kids

Zihautanejo, Mexico

(Sacramento)

As you can see, we're a Columbia 36 out of Sacramento heading for Florida by way of the Panama Canal. We're cruising with our two children, Luke and Cheri, ages five and four. It would be great if you could tell all our friends in Sacramento that we're fine, that

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we miss them, and that we're enjoying Mexico. We plan to be in the Caribbean in May.

We departed Sacramento on October 9 and had a great trip south although with very little wind. We made every stop possible from San Diego to Cabo, arriving at the Cape just in time for Christmas.

After the holiday we fought a gale north to La Paz and did some reprovisioning before heading over to Isla Isabella, Puerto Vallarta, Manzanillo and Zihuatanejo where we are presently. Z-town is everything you said it would be in the magazine and more. We really like this place.

There has been some thievery in the last couple of weeks, mostly dinghies and electronics, so we're all being careful to lock things up at night.

Other boats presently in port include: *Amiance*, *Starfinder*, *Essence*, *Coral*, *Sunshine*, *Galeta*, *Grasse Matinee*, *Pegasus II*, *Daybreak*, *Mar y Vent*, *Inspiration*, *Wind-song*, *Ocean Child*, *Maxwell's Demon*, *Poco*

bucket of ice that came from the Adler Barbour Cold Machine that we bought just before leaving Sacramento. Next to the autopilot and SatNav, it's been the greatest piece of gear on the boat. No more hauling ice!

If you'd like some stories of our adventures, we'd love to send them. For instance, there was the time I caught a 100-lb wahoo off Santa Maria Bay, and in the process of landing it cut my arm badly. Fortunately, there was another yacht nearby, one with a paramedic. The high seas transfer was very exciting.

Then there was the time we were boarded by thieves on a very cold and foggy day — in Sacramento. Imagine their surprise at opening the hatch and looking down the barrel of my .357 magnum! It was pretty theatrical.

— mark and patsy 3/5/87

Mark and Patsy — Having kids of four and six years ourselves, we'd love to get an article or two from you on kids and cruising.

On Ships and Boats

Jolly II Roger — N/A

Capt. P.A. Tworoger

Larnaca, Cyprus

In the February issue there is a letter by Lt. David J. Leach about cruising in Southeast Asia. It may be well intentioned, but it's a joke. If this man thinks he can go places on Navy ships and then know where to take a cruising boat, he is sadly mistaken. And if he is a navigator, he should do his homework before writing; I'm glad his ship had a SatNav or I'm not sure he would have gotten there. It's nice he has done some cruising, but Oahu to San Francisco is not much of the world.

While not an authority or writer, I do practice the 'Seven P's: proper prior planning prevents piss poor performance. I have been cruising the world since 1975 and was in Sri Lanka in 1985. I went to the harbor where most yachts go, which is Galle, in the southwest corner of Sri Lanka. It is a very good harbor and well-protected and very safe from any weather and people. There is an agent there, which all yachts must use. Total fees are about \$100 the first month and a little less for each month thereafter. The agent's name is Don Windsor. The port has good water and fuel and provisions at about

25 percent less than the Maldives.

Sri Lanka is a beautiful country if you do some inland touring and don't just look for nightlife. To a large degree the people are a pain, but some are very nice. In the Columbo anchorage they're known to steal your boat blind, whereas at Galle they don't. Very few yachts visit Columbo except in an emergency.

As for the Maldives, Lt. Leach sure didn't do any checking or consult his charts. The anchorages for yachts are very few since the depths are mostly in excess of 100 feet. At the main town of Male there is no place to anchor, so you must tie up behind a merchant ship. Food is very expensive and there is a poor selection. Fuel must be brought down in 50 gallon drums, and the acquiring of fuel and water can be a real problem.

The people of Sri Lanka are almost 100 percent Moslem, so you can't buy a beer except at a hotel bar and there are only about four of those in Male.

Lt. Leach is also off on Singapore and Phuket, but not as much. We spent four years in Singapore and it's a great place. You can anchor on either side of the island and there are only two yacht clubs and four or five boatels in different spots. You can anchor out free of charge near the Singapore YC; it's best because it's also close to the center of town.

Phuket is also a great place to visit and has many nice protected bays and islands to visit. It's very inexpensive, but fuel and water are hard to find.

I do hope this clarifies a few things and serves not to scare people away as Lt. Leach's letter might have done.

I know you at *Latitude 38* have no way of checking letters, but it is a shame that such misinformation gets passed along.

— p. a. tworoger 4/3/87

Quetzal — 40-ft Steel Sloop

C. Rothe & R. Chan

**Western Caribbean
(Sausalito)**

It's been two years since *Quetzal* hit the Caribbean through the Canal. Progress — and my reporting — have been slow as time slides by easily.

We decided to do the Caribbean backwards and explore the little known western side before continuing on to the



The inaugural bucket of ice from the Cold Machine.

Loco, *Aura*, *Wind Psalm*; *Coralee*, *Delphine*, *Sirocco*, *Gitana*, *Encanta*, *Sprit*, *Cat's Cradle*, *Typhoon* and *Kismet*.

I've enclosed a photograph of the first

Virgins, etc. Thus from Jamaica, which had been our first landfall from Panama, we headed toward the sunset.

The Cayman Islands were beautiful, friendly, expensive and slightly boring. They're a good place to visit during hurricane season, as the storms tend to be sucked north by the greater landmass of Cuba. A good place to hide out from such storms is the mangroves near super-friendly John Swanson's M.D. Marina, which is within walking distance of 7-mile beach.

The Caymans has a fascinating history, having been settled by buccaneers, shipwrecked sailors and a few runaway slaves from Jamaica. As the Caymans have no natural resources than nearby sealife, these early settlers were left alone by all. A British Colony, 25 years ago the Caymanians turned down the offer of independence.

The friendliest of people, unfortunately their home has become a mecca for scuba divers, Southerners, and bankers looking for tax exemptions and favorable laws. There is no unemployment here despite the fact that the wages — and prices — are the highest in the Caribbean. There is no crime, thievery or hassling. And until last year, there was no drug scene.

Unfortunately, the quality of life seems to be taking a slight turn for the worse as the younger generation has developed a taste for just hanging out and expecting big money for no work. But the Caymans are still worth visiting and the best place we can think of to leave your boat unattended for an extended period of time.

It's an easy 300 mile sail from the Cayman Islands to the Bay of Islands of Honduras, a little known sailing paradise. We have previously written about the little jewel that is Guanaja; within eyesight is Roatan, whose CSY operation has a good haulout facility.

Thirty miles to the south are Islas Cochinos, which are uninhabited except for a few dugout fishermen and a small diving facility run by United States sailors, Jim and Gae McDonald. They are the authorities on sailing the barrier reef of Belize. The Cochinos are small, polynesian-style atolls. Provisioning is non-existent, but a few weeks can be spent there just living easy. These islands lie just ten miles off the Honduran coast, but they seem to be of no interest to that country.

COURTESY OF SHADOWFOX



Within sight to the northwest is the island of Utila, which also was settled by buccaneers who jumped ship. Descendents of English-speaking sea-people, they somehow found themselves belonging to Honduras just because they were so close to the mainland. The super quiet settlement there boasts just three or four trucks, one unpaved main road, about 100 houses, a sweet-water well dating back to the original indians, and meals for one dollar. Few cruising boats ever call here.

A word of comfort to those worried about the proximity of unstable Honduras. While the islands belong to Honduras, the residents are not Honduran. The authority of the mainland government is represented by one Honduran soldier on each of the main islands. And they are super friendly, being tickled to have this duty than being in the army barracks on the mainland. They serve as the Port Captain, and the first one you meet will give you clearance right through the Bay of Islands to Belize.

It's only about 120 miles to the southernmost passage of Belize's Great Barrier Reef, a reef which extends 300 miles from the waters of Guatamala to those of Mexico's Yucatan. There are several hundred islands and islets, all 20 to 30 miles off the mainland. The outer islands are coral with coconuts, the inner ones mangrove covered. The coral islands have super diving. We'll have more on them next month.

Mark Rudiger glasses the deck of his "stretched" 29-footer. "She's a beaut, mate!"

P.S. I keep reading all these horror stories about Tehuantepec passages. There should be no need for them given all the weather information that's available. If there is high pressure over the Gulf of Mexico and low pressure over the Gulf of Tehuantepec, air will funnel right through the isthmus, pick up speed, and blow boats 300 miles off course.

So I suggest waiting for the right weather while anchored on either side of the Gulf, then slipping down the coast along the five fathom line. If surprised by a freak Tehuantepec'er, you can drop the hook and sails and ride it out in good holding ground anywhere along that lovely beach.

— c. rothe 3/3/87

Shadowfox — Carlsen 29
Mark & Kay Rudiger
Auckland, New Zealand
(Sausalito)

It's hard to believe that March is here already! February flew by faster than it should have, even if it was a short month. Nonetheless, the last four weeks have brought a lot of jobs to their conclusion, so now the faint glow in the distance might really be the end of the tunnel.

The weather in the Auckland area has been unseasonably cool — and remember, it's summer down here. There was even a

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freak hailstorm leaving a suburb about five miles from here looking like the Sierras. The last week was mostly overcast, except for Wednesday when we had a rip-snorter that was strong enough to knock a Swan 51 off its cradle and onto a neighboring vessel. Both boats sustained extensive damage, and the owner of the Swan, an American, is suing the boatyard.

Quickly changing weather is standard fare for the "land of the long white cloud".

On the more positive side of local news, we've said *bon voyage* to a trio of intrepid doublehanders: John and Heather Lidgard on *Reward*; Frank and Tricia on *Zeevogel*; and Commodore Tompkins on *Nakiri Daio*. All left for the March 21 start of the difficult long distance doublehanded race from Melbourne, Australia to Osaka, Japan.

We were fortunate enough to get a sail on *Nakiri Daio* with Mill Valley's Tompkins prior to her departure. Commodore says the name means "the king of the sea, the wave-catcher, the dolphin". She's a 51-ft Farr design, a development of *Zamazaan* and *Spellbound* which he's both sailed on a lot. She looks very state-of-the-art, but quite a handful for doublehanding. (Editor's note: These remarks come from Kay, whose husband Mark has done and won just about every singlehanded race from California to Hawaii.).

During the trial sail, we had sailmakers, builders and sparmakers aboard. Even Bruce Farr hopped aboard after testing one of his Admiral's Cup entries. It was a terrific sail; I even got to drive for awhile!

As for our 'stretched' 29-footer, she's really coming along nicely. The hull planking is finished, the bottom has been glassed and we've applied four gleaming coats of resin to her topsides. As they say Down Under, "She's a beaut, mate." The interior is completely painted, from bilges to overhead, the only exceptions being the chain locker and the aft lazerette.

Taking honors in the 'finally!' category is the dodger. It's taken almost an entire month to get the glass for the windows, make the window trim, and fit and glue and screw all the trim pieces to the sides and roof. But now except for the inevitable sanding, painting and varnishing, that will be all done, too. What a cozy place it'll be on night watches.

As for the 'big visuals of the month', the



Commodore Tompkins, shown racing here in Auckland Harbor, has left for the start of the Melbourne to Osaka Race.

cabin top and sides have all been sprayed with light blue linear polyurethane and then with a clear sealer coat. They're sparkling! To complete the picture, Mark just finished grinding the fiberglass decks and brushing on a primer coat. They'll be painted in the next couple of days. Then we'll go to work on the non-skid, which we'll do with epsom salts instead of the sand we used before. The epsom salts wash off after the paint has dried, leaving a non-skid surface without adding any weight.

The 'Fire and Brimstone Award', or, 'How Far Down Under Are We' goes to the keel pour which was done last Monday. A sand pit was dug and the mold buried in it. Then a flame thrower was directed into a pipe with a hole at the top (into which the lead is fed) to melt the metal. This was a real lesson in relativity: our biggest piece of lead was the size of a shoebox and weighed 70 kilos! Heavy.

The most likely obstacle to meeting our completion date is the stainless steel work. Ordered a month ago and given a delivery date of two weeks, they'd just barely started work when we stopped by to check their progress. But we gave them plenty of lead time, so we're not too worried yet.

Tomorrow we get to pick up the precut graphics! And the Max Prop propeller finally cleared Customs, so the work on the drive train starts today.

We're looking at 4.5 more weeks of work to launch, and we think we'll make it without too much panic. If so, the race to Fiji is still a go, after which we'll head to Tonga by June, where I'll stay with *Shadowfox* while Mark flies home to do the TransPac (thanks to Rolfe Croker on *Hana Ho*). When Mark returns we'll sail a pretty straight course to Hawaii, with a stop at Palmyra, weather permitting. Then it's back to San Francisco in September.

Boy, it seems like we just left and already we're talking about coming home. Time really does fly!



western Panama, then head back to beloved Costa Rica.

We followed the same procedure as last year, the same that most yachts follow: *zarpe* and Immigration clearance in Puntarenas; then over to Guido's bookstore, which doubles as the Panamanian Consulate, to obtain our new visas. We waited a few minutes while he stamped a fellow captain's four passports; then we did our business and sailed off the next morning.

Rounding Isla Burica a few days later, we were hailed by the Panamanian patrol boat, *Bayano*. Her captain checked our passports and *zarpe* and sent us on our way; which happened to be to Puerto Armuelles, 15 miles north inside the Gulf of Charco Azul. They said we could pick up one of the mooring buoys near the pier; then they motored off to continue their routine patrol.

Upon arrival at Puerto Armuelles, we failed to get any sort of decent hold with the CQR, so we took a spare buoy, straightened up the boat, and paddled ashore for the routine paperwork. The first thing which befell us was a quick search of our backpacks by a fat guy with a funny hat while a big crowd looked on outside the Port Captain's office. Welcome to Panama!

Inside the office, we presented the *zarpe* and asked for a new one to cruise the western waters. We were told there was no problem and to come back in an hour. A friendly fellow from Immigration graciously escorted us along the railroad tracks and over to the airstrip, where another official honored our visas with the 'entrada' stamp, then presented us with a charge of \$20. The receipt reads *abordaje*.

We can speak enough Spanish to ask a few questions, but of course the locals can talk a lot faster and we can't really figure out if it's for a boarding party later in the day, or because it's not yet 2 p.m. (siesta charge). But we know how things work down here; so we smile and leave, having also been cheerfully informed that every yacht pays and that had we not obtained the visa ahead of time, we'd have had to pay an additional \$25 each!

We trudged back to the Port Captain's office where the *zarpe* is ready. He's apologetic for the \$6.25 charge, but the receipt looks much more official than the Immigration slip. Now it's down

the hillock to the last item of business, the *permiso de navegar*.

The 'cruising permit' is issued by the Consular y Naves department, which is part of the *Ministeries de Hacienda y Tesoro*. There is a lady behind the desk and the guy in the clown hat who searched us is there, too. At least it's air-conditioned, because this is where things begin to get hot and heavy.

The woman, we discover later, is new on the job, having held the post all of one week. She informs us that she must call Panama City and check up on us. She qualifies as another fast talker, but after an hour or so we get the purpose of it: to check on the ownership certificate, radio license and God-knows-what-else. We must wait.

It's Friday and we're none too happy. But since the X-mas holidays are next week, all the offices are working tomorrow so as to make the next weekend a four-day one. So there's not much for us to do but file down to the nearest *cantina* to share some cold Atlas beers with our friends who have just returned on their patrol boat. But the incredible blare of the jukebox and even louder shouting of the local 'conversing' soon drive us back to the yacht. We grab a bottle of *guaro* and paddle over to the patrol boat for sun-downers with our new-found navy friends. They reciprocate by treating us to supper.

Back aboard our boat, a most comfortable anchorage is found completely unsleepable as the Chiriqui Land Company is loading boxes of bananas onto the moored reefer ships. The screeching and clanging of the railroad engines and boxcars, the steady throb of the loading machines, and the constant sounds made by stretching steel hawsers make even shallow sleep impossible.

Needless to say, we're up bright and early the next day. And as soon as the sun clears the horizon, the temperature soars. Within an hour it's even too hot under an awning, and we're off to shore. In the C&N office the lady assures us that she's there to help, but the word from the capital is that our old cruising permit from the previous trip has expired and it looks like we'll have to pay a *multa* or fine. Our two navy buddies are with us and definitely on our side, but the woman won't budge. She says we'll have to wait for the charges to arrive from Panama City by courier; probably on Monday.

P.S. Regarding the Tory Burke case and *The Road to Somewhere*, I say — right on! As a recipient of *Latitude 38*'s generosity when *Little O* was still *Collage*, I'm also saddened by it. But I'm angry as well that it had to happen with a woman sailor. For, of course, there will be those who'll say that women aren't capable, responsible, etc. In any event, count me as a reader who appreciates your coverage.

— kay rudiger 3/38/87

Seeing Red in Panama

Misty — N/A

John M. Garvey & Kapper Dan
Back in Costa Rica, Thank God
(Los Angeles & Santa Cruz)

It was with some trepidation that Kapper and I decided to venture into Panamanian water once again, after our experience last April at the Balboa YC. But as our *aduana* permission to stay in Costa Rica was about to expire, and the situation in El Salvador and Nicaragua being what it is, we decided we just make a short, one month sojourn to

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Well, this is a bit much: We try to reason with her, that yes, of course our permit is expired since we've been out of Panama waters for seven months. That that's the reason we're there — to buy another one, just for one month. Please! No, we have to wait.

When we check back with the Port Captain, he is sympathetic and takes us down to the *Fuerzas de Defensa* (combination Army, Police, etc.) building. There are some heavy dudes in there, but they let me try to phone my friend Lt. Porras at the Panama Navy headquarters down by the Canal. I also decide it's time to get in touch with the American Embassy. The problem with calling from the one public phone in town is that even if it happens to be working, it gobbles up quarters at the rate of about two per minute. When you keep getting put on hold, it gets expensive — not to mention frustrating. We won't mention the long line of people waiting to use the only phone in town, either.

To make a long story short, several more visits were made to the jail without much luck — except to make great friends with the cook. Many quarters were fed into the pay phone. Many sleepless nights followed adjacent to the banana pier. The good old United States consulate's office has heard the lady's side of the story and that's enough for Mr. Lantz; so we're on our own. It's between us and the Republic of Panama.

Wednesday morning, day six, communication is impossible from the jail, probably because I couldn't help laughing the day before when the old black official gave us his opinion: "Is very simple. You pay de fine, you take de boat, and you leave." A simple solution to be sure. A few days before the fine — I won't call it graft — was estimated to be between \$50 and \$500; "probably \$100 because the boat is so small".

By day ten the stakes have jumped to \$500, which our female attorney has put on deposit in the town bank after agreeing to handle our case. At least she has no doubts, because if the powers-that-be can't be budged, it will be her money that goes to the Treasury. Frankly, we just don't have it.

She is a very nice lady; we were lucky to find her on the day before Christmas, and she hustled to get all the paperwork done by the noon closing time. But it didn't seem to

make a great deal of difference; the office was still unwilling to sell us the permit without an okay from Panama City.

And we still haven't seen any charges against us on paper, although we did get to read a carbon of the letter which was originally sent to the capital. It claimed that we had originally been brought to the office as *prisoners* by the crew of the patrol boat! And in the same letter, the woman tried to claim that the captain of the patrol boat had filed a *denuncia* (complaint) against us.

Actually, just the opposite is true. We're on good terms with the *marineros* and everyone in the Port Captain's office. In fact, things ended up with a bang on Wednesday: a veritable shouting match between the C&N woman and the Port Captain.

The whole situation is becoming a big embarrassment to everyone concerned; we're the subject of a lot of talk in town. But it's gotten very old and repeating the story over and over in Spanish is grinding us down. Our vacation has been completely spoiled, we're spending a lot more money than we would be on the little isolated coastal villages where we planned to be, and the topper is we're being charged \$3 a day to be anchored to the buoy while we're forbidden to leave.

So it is that I find myself in the 'guardroom of the *Marina Nacional* after a six-hour bus ride from David, which itself is three hours from Armuelles. I'm waiting to talk to my friend Lt. Porras, to try to get our side of the story across to someone with power.

The long and short of it is, lots of luck to anyone coming to Panama. Let's hope our case was an exception, but be advised to have all papers in order. I still don't believe that it's possible to buy the cruising permit at the consulate in Puntarenas — or any other consulate — but you'd better get something in writing notarized to that effect.

Our advice is to stay well offshore until you're in a position to head directly to the Canal, transit as soon as possible, then head straight offshore to international waters. As nice as some of Panama's cruising area's are, in our opinion the complications inherent in this police state don't make the risks worthwhile.

As soon as we get this mess cleared up, we're headed straight back around the Burica Peninsula into Costa Rica, which will be a most welcome change in longitude.

TERESA PENCAK SCHWARTZ



We'll let you know what finally happens . . . but I'd better mail this today, just in case.

Editor's note: the following is the next letter from Misty:

Misty is safely back in Costa Rica after 30 long days of detention in Puerto Armuelles, Panama. I thought my New Year's Eve bus trip to Panama City had done the trick, because after the authorities at the naval base checked by phone with Capt. Rodrigues of the *Bayano* and had been assured of our complete innocence, they phoned the legal advisors of the *Departamento Consular y de Naves* in the capitol, one Dr. Malcolm, who apologized for the mistake and promised to cancel all charges without us having to initiate the long appeal process.

Kapper, guarding the yacht in Puerto, received word the same day and was able to purchase the cruising permit. Moreover, the woman in charge assured him that *Misty* was now free to leave.

But what of the \$500 bond our lawyer had posted at the bank? Anxious though we were to get the hell out, we elected to endure a few more sleepless nights until the official absolution would arrive. But 12 days later we were still waiting — and becoming increasingly angry. Had the paper indeed arrived and only to be withheld by the bitch — as she had affectionately come to be known. It appeared that the only course of action was another day long bus ride through the hacked-out countryside.



What's become of Cabo? Bullfights in honor of racing yachts!

This time I went straight to the main office of C&N, 13th floor of the Lottery Building. After waiting all morning and half the afternoon, Dr. Malcolm finally arrived at his desk with profuse apologies for all the "inconvenience". From *Misty*'s manilla file, he extracted the original charges and assessment of the \$500 fine; also the document revoking them. Why he hadn't gotten the latter typed up until January 7, he could not explain. Nor could he offer an explanation for the delay in courier service to Armuelles. Had the letter even been sent?

Also in the file was a letter from dona Maritza de Ordóñez — who had started all the trouble — accusing us of being in Panamanian waters illegally i.e. without a cruising permit. Also of being detained by the patrol boat *Bayano*, towed to Pedregal, and, incarcerated there! Understandably, this was the only official document of which I was denied the opportunity to make a copy, the others bearing Hugo Torrijos' signature as head of the department.

But the fourth document was the scariest: it notified the navy that of *Misty*'s detention until further notice. If we had left — as Maritza kept urging us — *Misty* could have legally be confiscated.

Since I was in Panama City, I took the opportunity to visit the *Commandancia Cen-*

tral, Police H.Q., to try and file a civil complaint. After being shuffled from department to department, I realized that no assistance would be forthcoming. But I did take a plainclothes guys' advice to try the *Procuradía General* downtown. Documents in hand for photocopying, there I was able to file a formal complaint against Maritza for reporting false information. (She's already under investigation in connection with two scandals at the hospital in Puerto involving the misuse and disappearance of funds with rumors of other misappropriations while serving at city hall).

The last order of business was to try and appeal the \$3 a day anchoring fee, for which I had to visit the main office of *Portuaria Nacional*. Dr. Malcolm had, in my presence, the day previous, already spoken by phone with a Port *jefe* and with a Port legal advisor, but still no luck. It seemed quite hopeless to him. ("Easier and quicker to pay the fee, take the boat and not waste time").

But in Latin America, a personal appeal can often make the difference. So I found myself in the Operations Department, waiting past closing for Sr. Reyes to finish a meeting. After listening sympathetically and phoning Port Captain Adames in Armuelles, he photocopied my documents and assured me it would be a simple matter to cancel the *fondeo* (charges) of \$87 since the bill had not yet been drawn up.

The tide had definitely swung, and the bus

trip back to the boat was more bearable, even being accosted at the last military checkpoint by the same uniformed monkey as two weeks earlier. Back in beautiful sweltering Armuelles, the official revocation of the charges had *still* not arrived, but at this point Maritza had no choice but to meekly type up our *Consentimiento de Zarpe*, official Customs clearance to leave Panama.

Our lawyer had power of attorney and has filed a \$4,000 lawsuit in the *Corte Suprema de Justicia*, for "gastos perjurios", and we have an official declaration from the Port Captain; it should be an open-and-shut case. But Torrijos (Omar's brother) is not going to take these charges lightly, so we're not holding our breath for compensation for this dreary business.

During our extended stay, another yacht, *Albatross*, was able to enter — and later leave — the country via Puerto Armuelles, arriving without prior visas. All their paperwork cost a tidy sum, but that they had no problem with C&N was due, we'd like to think, in a large measure to the fuss we'd already started. Maybe we've made Panama just a little bit safer for yachts.

— john m. garvey 2/15/87

John — We suppose it would be cruel for us to ask, "Are you having fun yet?"

Life in La Paz Terese Schwartz La Paz (Los Angeles & Sausalito)

As of the middle of March, there are between 150 and 200 boats in the La Paz area with more arriving each day. From what I've observed there is tremendous enthusiasm for Race Week which begins on March 29.

One very interesting development here is that a number of cruisers have bought homes and/or lots in the vicinity. The following is just a partial list:

Jeannie of *Munchkin* bought a two bedroom house in town. *Freight Train Jane*, who already owns a home in Cabo, bought a duplex that she is remodeling next to the *Gran Baja Hotel*.

Russ of *Maverick* bought a home in *Centenario*, just outside of La Paz. Roger and Brigitte of *Abracadabra* bought a lot on which Roger plans to build three homes.

CHANGES

Jerry of Tobermorey bought a lot with a structure he is remodeling. Steve and Dori of Stevedore bought a home as did Del and Joni of Rincon.

Chuck and Dee of Seven G's bought a three bedroom with a pool. Popeye's Jim and Gayle bought a four-plex last summer.

And as I said, this is just a partial list.

What's it all mean? It's hard to say exactly, but it's obvious that many cruisers feel that La Paz is such a great port they many want to drop a permanent anchor here. The fabulously low prices — for homes and food and services — don't hurt either. For example, 'Freight Train' Jane's 100 square meter lot with duplex cost \$12,500. Cemetery plots cost more in San Francisco. And that was a typical price for a waterfront residence.

In other news, since the Marina de La Paz and Gran Baja marinas are almost always booked, new moorings have been installed up and down the harbor of La Paz. Richard, on *Marisla II*, an old Sacramento Delta ship, offers showers and a launch ramp with his new moorings. A dinghy ramp is coming soon. The Andres Abaroa Boatyard just announced that they also have moorings available now. There also seems to be a big increase in the number of services available for cruisers who just can't seem to leave La Paz.

Where's everyone planning on heading after Sea of Cortez Race Week? Mac on *Tender Mercies* will be returning to Ventura, Quiche Lorraine to Alameda, and Kialoa II to Berkeley.

Some boats are headed back for a long time, others just to replenish the cruising kitty or to build larger boats.

Whisper's Suzanne and Jim Austin — who crewed on Race Week winner *Illusions* two years ago — will be returning to Los Angeles. Jim and Annette on *Endless Summer* are coming back to California, but just to build a larger boat. Jean and her husband on *Lila Rasa* from San Jose will return home to earn more cruising cash.

A separate group of folks planning to head to the South Pacific have been meeting regularly. They include last year's Race Week Queen, June Ann from *Nimbus* and Jim, who are getting ready to head for Fiji after three years in Mexico on their *Bounty II*. Felix and Corey of *Indian Summer* have already departed for the Marquesas as has

Santana. Also getting ready for the big Pacific hop are *Mytecet* and *Candlewind*.

Headed for Hawaii are Ron of *Lazy Bones* and Marc on *Freebird*, a Montgomery 17. Good luck to you, Marc.

The cruiser's swap meet has become a bi-weekly institution in La Paz. *Treasures of the Bilge* is what Tevake's Bill calls it. There's always lots of gear, clothes, books and other items changing hands. But perhaps the biggest attraction is that the event is held at the beach near Patty's Palapa, and that it becomes a real social event. Plus, Patty sells cold *cervezas* and *hamburquesas* for just a few pesos.

The two interesting crew aboard Dick McNish's beautiful S&S yawl, *Cheorio* from Ventura, are his daughter Leslie and her new husband, John 'Sugar' Flanagan. John and Leslie, two of those who survived the horrible and tragic sinking of the *Pride of Baltimore* enjoy the nearby islands for boardsailing and snorkeling.

In a port where any female crew is scarce, Fred on *Serape* is acquiring quite an infamous reputation. He's recently been seen sailing with two women at a time more than once! The last duo, Gabrielle and Dorit are from Holland.

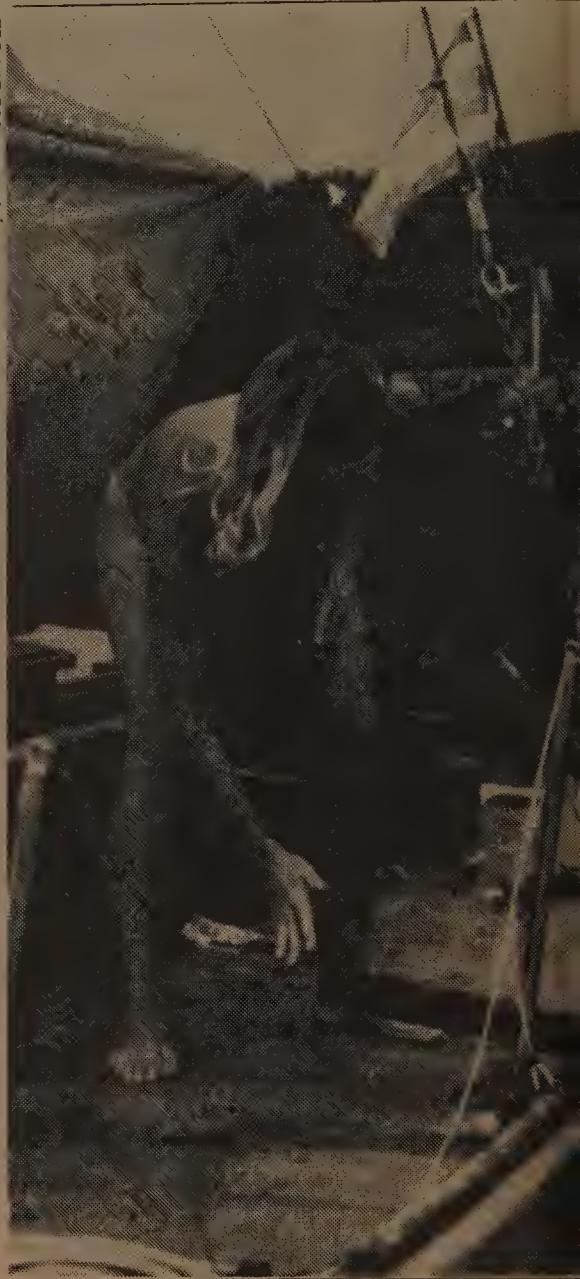
Mac on *Tender Mercies* says *Latitude 38* was correct when you wrote "Bring your own female crew." But he's seems to be doing quite well finding female crew for his beautiful 34-ft Hans Christian replica.

As for copies of *Latitude 38*, George on *Pintwick* announced on the La Paz net that he had 20 copies of *Latitude 38* and one pair of shrunk Levi 501's to give away, "first-come-first-serve". Thirty minutes later all the 38's were gone but he still had the 501's.

Down in Cabo San Lucas, Senor Sushi's, with a Westin Hotel-trained chef, is doing great with sushi, pasta and rock 'n roll. Vendors stroll by and offer to take polaroids of you with a monkey or bullfight tickets. Is this Cabo or Tijuana? Gastronomically speaking, Papi's Deli still puts out a great BLT, the Broken Surfboard Taqueria has great breakfasts for under \$1.50, and the \$1 fruit daquiris at the Finisterra's Whale Watchers Bar can't be beat.

There have been many cruisers coming through Cabo recently. Among them, *Porterhouse*, *Impulse*, *Omelo*, *Spellbound*, *Sun Ray*, *Tom Cat*; *Sea Raider*, *Dream*

SUE DIPOLD

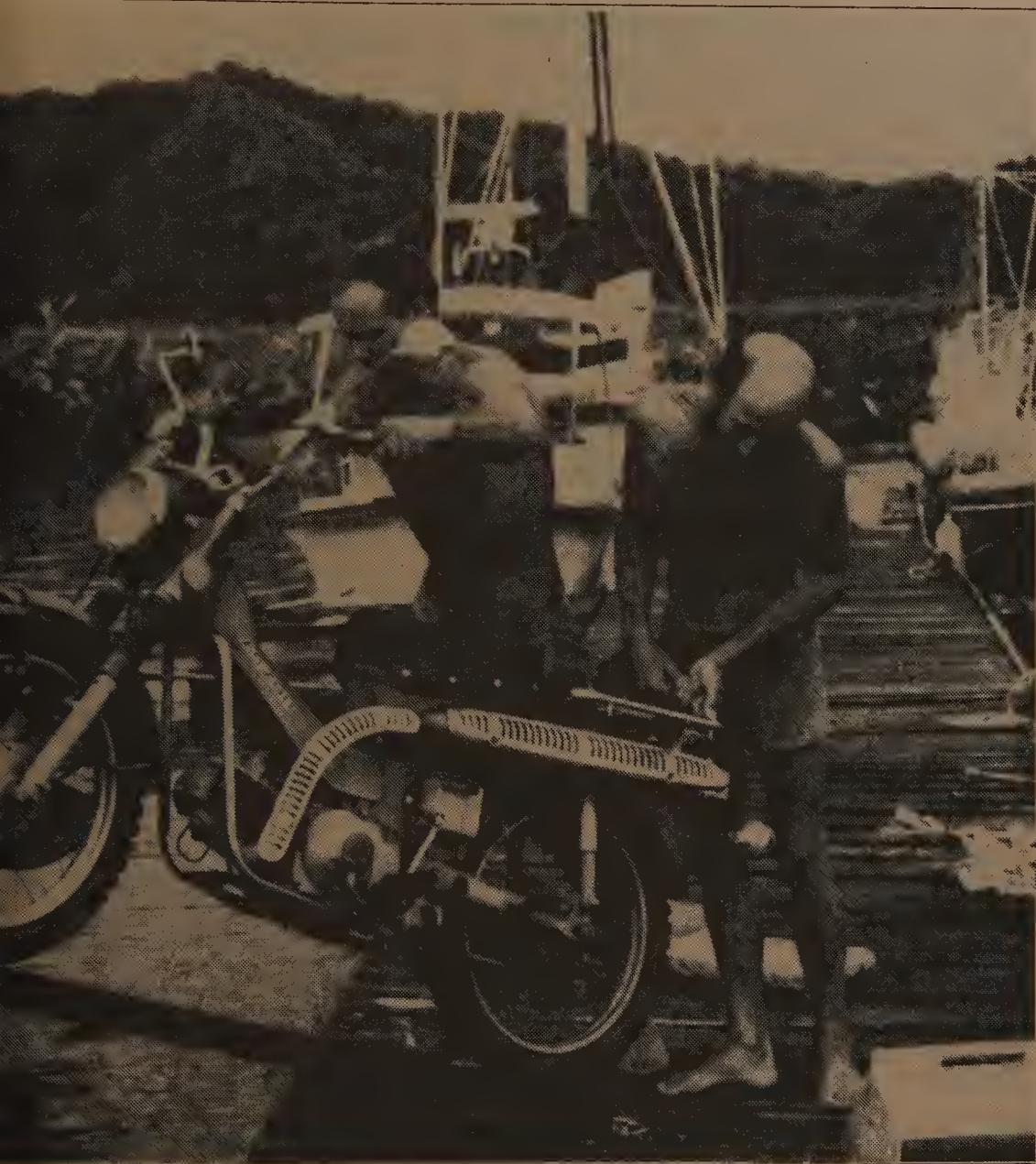


Trader, *Silver Trap*, *Estoria*, *Kimberlie*, *Brasan*, *Tinkertoy*, *Wind Hover*, *Sunday's Child*, *Sunglow*, *Lady Bug*, *Second Chance*, *Enjoyu*, *Too Much Fun*, *Houdey*, *Beamie*, *Sea Glory*, *Narsissus*, *Hard Times Two*, *Magic Dragon*, *Commocean*, *Key Largo*, *Zaca*, *Iona*, *Poly*, *Quo Vadis*, *Oz*, *Fortune Cookie*, *Ladeayn*, *Moonchild*, *Shoefly*, *Delphene*, *Locura*, *Bonhuer*, *Black Orpheus*, *Maryjane*, *Chance*, *Ciamara*, *Silver Fog*, *Signas*, *Whistlin' Riggin'*, *Typhoon*, *Triumph*, *Honeycomb*, *Magic Carpet*, *Interlude*, *Cairparuel*, *Psychic Flight*, *Loubeck*, *Shirley Al*, *Wanderlust*, *Jumbo*, *Cold Duck*, *Freelance*, *Bingo*, *Sky Pilot*, *Third Alarm*, *Pyxis*, and *Guapa*.

— terese pencak schwartz 3/14/87

Cruise Notes:

Noteworthy or nuts? Late last year Frenchmen Laurent Bourgnon and Frederic Mistralou made a **transatlantic passage** from the Canary Islands to Guadalupe in 21 days. There's nothing extraordinary



about the time of the tradewind crossing; what's unusual is that they did it on what is basically a beefed up Hobie 18 catamaran.

While the Frenchmen are to be commended for their bravery and achievement, we certainly hope nobody else from California tries such a transoceanic passage. We say nobody else because a couple of Californians tried to sail a Hobie to Hawaii a couple of years back. The two were never seen again, although one hull of the Hobie was eventually recovered.

While it's true that people have drifted across the Atlantic and Pacific in inflatable rafts, have sailed from Mexico to the Marquesas in a Finn, and have crossed the Atlantic with sailboards and nine-foot boats, an astounding number of similar passages have ended in tragedy. Alex DeRosnay was lost on his last open ocean boardsailing adventure, Bill Dunlap and his tiny 9-footer were lost in the Pacific, and the previously mentioned Hobie Cat'ers were never seen again. It's a big and sometimes merciless

Sometimes provisioning a boat can be a struggle — especially when provisions include a motorcycle.

ocean out there folks, don't ever lose your respect for it.

Two gentlemen sure never to lose their respect for the ocean are Larry Deal and Mario Silva. According to the Coast Guard's *Pacific Shield*, the two of them left Southern California in mid-November for Honolulu aboard Deal's Perry 47, **Joie De Mer**. Four days out they ran into what would become a solid two weeks of high seas and winds to 65-knots. After going through seven bags of sails, the boat was dismasted on November 28th. As with many maritime problems, things go bad in streaks. *Joie De Mer*'s engine wouldn't start, the radio antenna had broken off, and the EPIRB wasn't functioning. Deal then became seasick and eventually had periods where he was delirious.

Five days later the miraculous happened. The Dutch tanker *Masstroom* spotted the disabled boat's flares 550 miles southwest of

Hawaii. The Coast Guard sent out a C-130 aircraft to drop a radio, and two days later the Cutter *Sassafras* arrived. Deal and Silva were taken aboard and treated. Deal was in worse shape, unable to eat for four days. But after rehydration, his health rapidly returned. The cutter towed *Joie De Mer* to the Ala Wai Yacht Harbor in Honolulu, where the sailors' families were there to greet them.

November crossings from the mainland to Hawaii? We don't care what the pilot charts say, most of the folks we know who have made the trip haven't enjoyed it. If we remember correctly, it was Sam Vahey with the Ranger 37, *Odysseus* who said, "Yes, the winds average 20 knots; the problem was it was the average between days of 40 knots and days of zero knots."

Last month Joyce Clinton reported that after seven years in the Pacific, she, her tri **Galadriel** and Wayne hit the Caribbean. They must not have liked it too much — or perhaps the thought of having to beat so far to get anywhere. The word is that they've come back through the Canal and are headed for the Sea of Cortez once again.

In her *Changes* last month, Joyce wrote about the fun she had on Mike Starbuck's "utopia" of Playa Blanca just off the east coast of Panama. Mike is well-known to many cruisers; he took off cruising five years ago from Marina del Rey on a Petersen 46 before settling down at his own little paradise. Or what was his own little paradise. Details are sketchy, but apparently an older man and a young woman living down the beach from him in a very primitive style were somehow connected with smuggling drugs. They were raided by boatloads of Panamanians, who then came to Mike's place and raided it and generally terrorized the five boats full of guests anchored off his beach.

Although no drugs were found, they reportedly ransacked his home, took his ham radio and then tossed him in the slammer. Panama has Napoleonic Law, a system under which you're basically assumed to be guilty until proven innocent. At last word, Mike was still in the slammer and likely to be there at least until April. Close friends of his are convinced there is no way in the world he was involved with any drug smuggling. We'll keep you posted.

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Factory-built cutter. \$25,000 refit after Pacific cruise includes all cruising extras in new condition. Excellent current survey. Quick sale. Reduced to \$89,000. Larry (619) 277-6352 or Ken (206) 466-3047.

33-FT HANS CHRISTIAN

Cutter rig, f/g hull w/beaut. teak int. Upgraded to highest safety, comfort, & performance standards. Murry winches, autopilot, windvane, Combi system, tabernacle mast, shortwave. Immac. cond. Comft. crsr. \$82,500. (619) 295-7685 cash, terms, trade.

CRUISING—LIVEABOARD?

DownEast 32', 1976. Roomy, rugged, f/g cruiser. Complete electronics, radar, ap, etc. new 8/86. Dsl new 10/85. Hauled, painted, inspected 9/86. Ready to go. Exc. cond. \$55,000. (805) 772-8806. Janet or Greggins, P.O.B. 1031, Morro Bay 93442.

SWAN 40, 1971 — \$89,000

Proven cruiser, beautiful cond. Recently completed passage from Turkey to Puerto Vallarta, Mexico. Fully equipped: SatNav, ham, Aries vane, Autohelm 3000. Documented. No CA sales tax. Poss. free mooring in Nuevo Vallarta. P.V. (322) 70002.

\$ SOLD MY BOAT \$

Experienced skipper and crew are looking for boats to charter from S.F. Bay, Santa Cruz and H.M.B. Boats from 30 to 47 feet. Call Jim, days (415) 852-5152; eves. (415) 726-2109.

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Complete selection of ocean cruisers to day sailors, predominantly 30'+ to 48' catamarans & trimarans. 85+ to choose from. Call for our in-the-crate prices on new cats & tris. (206) 367-0252

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CHARTERS — SAN JUAN ISLANDS & CANADIAN WATERS

7 nights, 6 1/2 day weeks. Off-season rates through 6/27; after 9/7. Catalina 27s: \$550; 30's: \$650; Hunter 33: \$690; Mariner 36: \$850; Tayana 37: \$890; Nordic 40s: \$1,230; 44s: \$1,450. Many more. Fly Alaska or PSA, or drive on up in 18 hours (including stops for gas & showers). Chuckanut Charters, 22 Harbor Mall, Bellingham, WA 98225. (206) 733-2125.

<p>ERICSON 32 1985. Excellent condition. Fully equipped, inboard diesel, roller furling jib, stereo. Leave in our charter program for high income. \$58K. Call Niva 331-3364.</p>	<p>QUARTER PARTNERSHIP 1981 Catalina 30' berthed in Santa Cruz. Autopilot, Loran, hot water, wheel & pedestal mounted instruments, much more. Must have sailing experience. \$5.2K down & assume monthly payments of \$130. Call Dick at (408) 737-1119 evenings.</p>	<p>INLAND OPERATORS WANTED Licensed 100-ton inland operators for San Francisco Bay wanted for tour and charter business. Knowledge of Bay and experience with outboards desirable. Resumes to San Francisco Adventures, 215 Stuyvesant, San Anselmo, CA 94960.</p>						
<p>CRUISING SPINNAKER WITH DOWNSIDE SOCK For 22-25' sailboat: \$350; VHF radio & antenna: \$75; Small compass: \$20; depthsounder: \$60; sails for 27-30'; sailboat I = 33'10"; 110: \$200; 140: \$300; 155: \$400. All in good condition. Larry (415) 895-5192 or (415) 273-7359.</p>	<p>JOHN ADLER 37 Coastwise cruiser, built in 1946. Cedar over oak. Depthsounder, VHF, pieces diesel, CNG stove, unique bronze fittings, dinghy, full boat cover, much more. Gorgeous boat. One to be proud of. \$34,900. (408) 338-9402.</p>	<p>MUST SELL SANTA CRUZ 27 Exc. cond., trailer-sailed, Guava seeks new owner who is seeking a bargain. \$10,000 includes trailer, 6 sails, VHF. All reasonable offers considered. If you're interested, let's talk. (408) 423-9902 or (415) 924-8421, evenings or weekends.</p>						
<p>1986 PEARSON 33 Almost brand new, used less than 30 days, completely equipped, VHF, stereo, full electronics, dodger, roller furling, & much more. 2 cabins, sleeps 6. Sell new \$92,000. Small cash down. Assume low balance loan. Must sacrifice. Ed Pollock days (408) 257-8888; nights (415) 965-8388.</p>	<p>1978 CAPE DORY 27 Well-built, quality throughout, full keel cruising sloop designed by Carl Alberg. Ready to sail/explore. \$28,500. Call for details. (408) 973-1530 Mac.</p>	<p>COLUMBIA 29 MKII Fully equipped for cruising. Inboard engine. Excellent condition. Sleeps 6. \$19,500. J.W. Pantenburg, 769-8350.</p>						
<p>CATALINA 25 1980. Swing keel, pop-top, E-Z Loader trailer, 10 hp Honda o.b. w/generator, VHF, compass, depthsounder, knotmeter, electric autohelm, cockpit cushions, full cover, tiskeagid rigged mast, and more. Very clean & well-maint. \$15,500. (415) 846-9756.</p>	<p>MISCELLANEOUS FOR SALE Like new alum. tiller w/fittings for 1 1/4" post: \$50; hatch, teak, rebuilt 19 1/2x25 1/2 for rim: \$50; lead line to 7 fathoms: \$15; horseshoe life ring & rack: \$25; teak cockpit grating, like new 67 1/4" x 28 1/2" x 22": \$100. From Ericson 30. (415) 948-4437 eve.</p>	<p>HOOD SAILS — RANGER 33 OR ? Short man (31x10.6) and jib (24x14) with bags, good as new. Cost \$2,200. Sell \$675. Also Bayley survival suit, like new. Cost \$250. Sell \$125. Call Paul C. Smith, (707) 874-2112 (near Bodega Bay).</p>						
<p>33-FT SLOOP Mahogany International One Design. (415) 581-7971 evenings.</p>	<p>YACHT CARETAKER Four months position as liveaboard on San Francisco Bay. Experienced sailor, age 64, non-smoker, must flee valley's pollen. References. Contact Paul (707) 429-1595.</p>	<p>FOR SALE CNG 2-burner stove w/oven, reg. & tank: \$500/B.O. Also Seth Thomas clock & barometer set w/wood stand Corsair 5": \$300. (415) 878-1902.</p>						
<p>32-FT CHRIS CRAFT 1961 SEA SKIFF Twin 283 CC. 185 hp. Perfect for fishing or liveaboard. Refrig., large cockpit. Delta canvas. 872-6728 evenings; 877-8139. \$12,500.</p>	<p>PEARSON TRITON Classic full keel f/g 28-ft sailboat. East Coast version with white topsides, mahogany trim outside & below. Excellent cond., good sails, very clean, very dependable Atomic 4. New VHF, instruments. Perfect boat for S.F. Bay. \$18,500. (408) 375-4728.</p>	<p>CHEOY LEE 36 CLIPPER KETCH 1969 glass hull South Pacific vet. R/B Perkins & trans. 2 hours. SatNav, radar, liferaft, autohelm. \$53,000 reduced to \$48,000. Possible assumable loan. \$11K down. (415) 593-4564.</p>						
<p>12.5 KW KOHLER MARINE GENERATOR Perkins diesel. Never used. \$4,500. (916) 451-4256.</p>	<p>WESTSAIL 32 1974. Rigged, new sails, eng. rebilt 1983. Volvo dsl, Aries vane, ap, dodger, exc. ground tackle, windlass, SatNav, Loran, other electronics, dsl heater, propane stove/oven, microwave, spares. Proven cruiser/livabrd. (707) 444-2443. \$55,000.</p>	<p>CAMPER NICHOLSON 32 — ERINMORE Beautiful, seaworthy cruising yacht. 10 sails excellent condition. B&G instruments, VHF, Ham radios, Loran, autopilot, vane, new raft and more. 54K. Contact Bob Warfield, days (415) 479-4740; evenings (415) 457-4901.</p>						
<p>82 TARTAN 3000 Take over payments & owner gives you cash! Sparkman & Stephens designed, fast, new bottom, sleeps 5, diesel, Martec folding prop, VHF, ds, km/log, spinnaker pole, 6 Lewmars, refriger. (415) 892-3512.</p>	<p>69 CAL 34 FOR SALE Bluewater veteran complete w/SatNav, elec. autopilot, wheel, 25 hp Volvo diesel, spinnaker, VHF radio, depthsounder, full galley & sleeps 6. Many other miscellaneous extras. Fell in love and got married in Costa Rica. I can stay but customs says the boat has to go. Panama is right next door. Sacrifice at \$23,950. Write to L. Carlson, P.O. Box 249, Puntarenas, Costa Rica or call 61-2678.</p>	<p>HEALTH REASONS! Immaculate 1976 family yacht. New diesel, Islander 36. Bay sailed only. Not raced. Plow anchor with winch. Club with pedestal, 110, 150, spinnaker. Epoxied bottom. Beautiful teak throughout. Yellow hull, black stick, Barent winches. \$47,500. Phone collect, (209) 522-2068.</p>						
<p>CLUB NAUTIQUE FAMILY MEMBERSHIP Family membership for sale. Lifetime sailing lessons, club activities, special charter rates, charters from Alameda & Sausalito. Regular \$2,400. Will sell for \$1,800 or B.O. Selling due to boat purchase. Call (415) 283-0524.</p>	<p>RAWSON 30 \$22,000. Singlehanded Hawaii. Liveaboard. 323-5172.</p>	<p>COLUMBIA 22 Nice family boat. Good sails, VHF, safety equipment. Owner transferred. \$4,950. (415) 479-0235.</p>	<p>AVON RECREST INFLATABLE DINGHY Length 9'3". 4 persons, top condition, floorboards, motor mount, f/g seat, oars, 12-volt inflator/deflator. \$600. 3 hp Seagull o.b. Model 55. Forward & neutral, recoil start, very low hours, excellent condition: \$350. Phone (415) 479-9261.</p>	<p>1/2 INTEREST AVAILABLE IN VALIANT 40 Sailboat berthed in S.F. Marina. Equipped for cruising. \$70,000. Call (415) 941-4646.</p>	<p>O'DAY 30 1979 30' O'Day sloop. Must sell. Monterey slip. Yanmar diesel, VHF, ds, km, ws, Autohelm, CNG 2-burner stove. Shorepower, ground tackle. Loaded. \$29,000. (408) 476-1969.</p>	<p>1984 UNION 32 VHF radio, Signet 1000 and 1500, 4 sails, windlass, hot & cold pressurized water, never in salt water, berthed Lake Tahoe. \$55,000 or trade-up. (702) 882-1420.</p>	<p>ATTENTION BOATING ENTHUSIAST! Sophisticated modern 3-bedroom, 2 1/2 bath townhouse with yacht slip and 50-foot dock located in Ballena Bay, Alameda. This sunny, fog-free community is 20 minutes from San Francisco and has approximately 2,635 sq. ft. of living area.</p>	<p>LORNE GOULD MARINE SURVEYOR 20 years experience on boats and ships. 1430 Michigan St., Fairfield, CA 94533 (707) 447-6655 Consulting on getting USCG Certificate to carry passenger for hire.</p>
<p>CROCKER MARINE SERVICES Engines, Electrical, Plumbing, Mechanical Tutoring on your systems, Mobile services. Tom Crocker (415) 635-8293</p>	<p>LEARN TO SAIL THE SAILCRAFT WAY With professional, licensed instructor. 5-day San Juan Island cruise: \$390, including meals. Call (206) 244-5797 for info and class schedule. Now booking May-Sept. SAILCRAFT MARINE SAILING SCHOOL, 2419 SW 146, Seattle, WA 98116.</p>	<p>SINGLES SAILING CLUB Is seeking a Female Partner who enjoys sailing, social activities, can commit time, and possesses organizational skills. Write to: P.O. Box 51334, Palo Alto, CA 94303.</p>	<p>EXPERT SAILING TEACHER SAILMAKER—RACER To demystify the fears of sailing. Free consultation. (415) 523-9011.</p>	<p>ATTENTION BOATING ENTHUSIAST! Sophisticated modern 3-bedroom, 2 1/2 bath townhouse with yacht slip and 50-foot dock located in Ballena Bay, Alameda. This sunny, fog-free community is 20 minutes from San Francisco and has approximately 2,635 sq. ft. of living area.</p>	<p>LORNE GOULD MARINE SURVEYOR 20 years experience on boats and ships. 1430 Michigan St., Fairfield, CA 94533 (707) 447-6655 Consulting on getting USCG Certificate to carry passenger for hire.</p>			
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HAVE FUN YET CHEAP Eager to sell 30' teak Chinese Junk. Volvo dsl, 2 masts, Tanbark sails, all new propane galley. Very comfortable, well-equip Bay cruiser. Good cond. Bright, roomy liveaboard. Extensive/expensive recent upgrade. Rob (415) 652-9095.	GREAT VALUE — CAL 25 Buyer's market gives you more. Lapworth designed cruiser/racer, mahogany int., Pop-top, galley, sleeps 5. 4 sails, compass, much new equipment, new 8 hp Evinrude (\$1,400 value). Well-maintained. Sausalito location. \$8,000/B.O. 527-9256.	VENTURE 25 — MUST SELL '78, bow & stern pulpits, lifelines, compass, Honda 7.5 o.b., Porta-potti, fenders, life jackets & cushions, man-overboard kit, jiffy reefing, trailer & many extras! Sacrifice at \$5,200 or best offer! Days (408) 292-2442; eves. (408) 257-4440.
FOR RENT/LEASE Beautiful Brickyard Cove/Pt. Richmond house. Very protected, quiet, secure. Do you want to live on the water with your boat? 3 bedroom, 2½ baths, dbl. garage, 37' dock available. (415) 656-9033	FOR SALE Bristol 24, 1977, excellent dry Bay boat. 4 sails, Yanmar diesel, VHF, depth gauge, sleeps 4. \$11,000/offer. Consider partner, \$2,000 down, share monthly expenses \$160 + YC membership. 381-8536 days; 924-7699 eves. Tiburon berth.	COLUMBIA 26 Atomic 4 i.b., tabernacle mast, VHF, knotlog, compasses, shorepower, phone, berths for 4, galley, etc. Comfortable, sturdy, reliable cruiser, 3' draft! Liveaboard history, Santa Cruz upper harbor berth. \$9,950. (408) 476-6514 after 6 p.m.
CATALINA 27 1978. One owner, trad. int., Honda 10 hp o.b., 2 sails: 150 & 90, singlehand & spinnaker rigging, safety & cruising equipment + extras. Asking \$12,000. Would consider trade for Runabout/ski boat or motorhome. (415) 691-7337 days; (415) 634-7647 eves	1984 CAPE DORY 30 30-ft classic full keel fiberglass cutter with roller jib. Professionally maintained in perfect condition. \$53,000/offer. (415) 237-9602; (415) 236-5903.	1978 CATALINA 22 Swing keel, trailer with extension, 5 hp o.b., new sails, new interior, galley with 2-burner stove, am/fm stereo tape, anchor, whisker pole, excellent condition. \$5,500/OBO. (415) 846-5087 evenings.
ELECTRIC STARTER WANTED For Farymann 12 hp 1-cyl diesel. Used & in good condition. For sale: 0'Day 27, good condition, on East Coast. \$15,500 or best offer. (805) 549-0544.	37-FT SEARUNNER TRIMARAN Hailed "The Perfect 37" by those who know her. Barents, Yanmar, ICOM Ham, Magnavox SatNav, Autohelm 3000, frig., new sails, more! \$49,500. Sales tax you save pays for your trip to N.Z. Richard Tate, Gen. Del., C.P.O., Auckland, New Zealand.	COLUMBIA 22 Good condition. Brand new mainsail & jib custom made by Sutter Sails, Sausalito. Also Honda 75 outboard motor, bought new, with less than 10 hours. Hull number 258. Berthed at Port Sonoma. Asking \$4,200. (707) 938-1782.
505 Good condition. Two sets of sails and trailer. \$1,200. Call Rich, (916) 758-4482.	PEARSON 28 1975. Well-loved & maintained, new interior cushions, 3 sails, jiffy reefing, sleeps 5, Lectra San head, Atomic 4, depth, knot, stove, VHF, compass, MOB pole, battery charger. \$26,000. Contact Bob Taylor at wk: (415) 856-9400; hm: (415) 538-7089	SERIOUS WORLD CRUISERS Two straight female, dedicated S.F. Bay sailors (40's) seeking two straight adventuresome males to prepare for & share 'round-the-world cruise departing April 1992. Serious replies only. (916) 371-7781.
PEARSON VANGUARD 33. Autopilot, VHF-FM, depthsounder, knotmeter, new head, dinghy, spinnaker pole. \$2,000 recent engine work. Sleeps 6. Ballena Bay, berth F16. 881-8222 weekdays; 582-8646 evenings & weekends.	CATALINA 22-FT Swing keel, trailer, o.b., Pop-top, galley, full cushions, self-contained & much more. \$5,950. Freshwater only. Canvas covered. Cond. is excl. If you want a safe, convenient, cruising sailboat in top cond., this is it. (707) 823-2224 Santa Rosa.	SAN JUAN ISLAND CRUISE Needed: one more adventurous, fun-loving, experienced sailor (male preferred) to complete crew for a week in the San Juans. Aug. 15-23, 1987. Call for "try outs" on the Bay. (916) 371-7781.
ISLANDER 29 Stiff, solid, roomy 1966 all fiberglass with Atomic 4 and new VHF, depth, vapor gauge, head, curtains, bottom 9/86. Take smaller boat in trade. \$17,500. Call (916) 777-5352.	38-FT CLASSIC BY STEVENS 671 diesel-powered boat, C.G. patrol craft ready for sea. Queen-size bunk, base heat, iron stove, microwave, shower, shore boat, cargo boom, Sausalito liveaboard berth. Compare. \$23,500 cash. 332-6838.	AVON REDSEAL 4-MAN DINGHY And 2 hp Evinrude, excl. cond: \$700. Separately, Avon: \$575, Evinrude: \$200; 8-ft fiberglass sailing dinghy, oars, sail: \$275; Shipmate kerosene 2-burner stove/oven: \$150; kerosene heater: \$50; Sea Swing stove: \$25. (707) 557-0578.
RACE WITH YOUR FAMILY Most of the top Santana 22 skippers race with family members. Only one or two average-size crew are needed. Call the Santana 22 Hot Line for more information at (415) 523-1138.	ALCOHOL STOVE 3-burner Hillerange with oven, pressure tank & hose. Excellent condition. \$150. Phone Stratton Green, (415) 526-4356 evenings only.	HOBIE CAT 16 1980 Hobie 16-ft catamaran, white hulls, blue trampoline, multi-colored sails. 3 lifejackets, 2 diapers, extra hardware & trailer included. All in good condition. Some assembly required, I will help. \$2,600 negotiable. Call Tom (415) 682-5205.
FEMALE CREW POSITION Male (44), experienced ocean racer, would like to share South Pacific cruise with female on 38-ft boat. Leaving Long Beach May 1988. Gene Carapetyan, P.O. Box 2903, Long Beach, CA 90801. Call daytime: (213) 426-5500.	BEAUTIFUL 1978 RANGER 33 Fully equipped in bristol cond. Universal dsl. Coyote Pt. berth in the "Banana Belt" (#1247). Ws, df, wd, km, VHF. Internal halyards. Owner will lease back time at \$100/day with 30 days guaranteed & paid in advance. Asking \$38,500. (408) 729-0310.	CATALINA 27 1976, Volvo diesel, dinette interior, 5 sails, depthsounder, knotmeter, VHF, head w/holding tank & more. Clean, well-maintained, ready to sail. Coyote Pt. berth available. \$19,000 neg. Lisa Williams, hm: (408) 773-8244; wk: (415) 966-3718.
WANTED Atomic 4. Good to fair condition. Tel: (415) 453-9896 eves.	C&C LANDFALL 35 Experienced cruising boat, professionally maintained. Leave in present charter program & offset most of the cost. Westerbeke diesel, new flasher/stasher, large self-tailing winches, pedestal steering, depth/knot/log/windspeed all on pods at wheel, swim ladder, cockpit table, shore power, h/c pressure water, propane stove/oven, teak ceilings throughout, am/fm/stereo cassette with 4 speakers, other extras. \$85,000. (415) 549-3394 eves.	INDEPENDENCE FOR SALE Yankee 38-ft, fiberglass sloop. Performance oriented cruiser, beautifully designed & outfitted to the high standards of Sparkman & Stephens. Deep blue Awl-Grip finish, immaculate interior, diesel, 10 Lewmar winches 2 & 3 speed, new Navtec rigging, 7 sails, windspeed log system, hot water, refrigeration, microwave, VHF, stereo, alternator controller, autopilot, windvane, CQR, Zodiac w/outboard, extensive refit '84-'86. Owner outfitted to cruise w/confidence, comfort & style, now forced to sell. Call for inspection or info package & picture. Asking \$65,000/OBO. Hm: (213) 306-4156; wk: (213) 473-0340.
ALBERG 35 1965. Completely restored, new LP & chrome, 5 excl. headsails, new North main, Westerbeke 4-107, Barent 27 ST's, Espar heater, Edson wheel, Autohelm 3000, ICOM, cold mach., new int., windlass, extras. \$47,000. (206) 365-3888; 363-5774.	FOR SALE OR ? — NOR'SEA 27 1977, heavy-built center cockpit sloop. Proven pocket cruiser design. Sleeps 4 in comfort in separate cabins. Well-equipped including diesel inboard. May consider trade down or partner. 8¾% financing available. \$29,500. (415) 232-3124.	PACIFIC SEACRAFT 25 Coastal cruiser, dry, smooth Bay sailer, full keel, classic double-ender, i.b. diesel, sleeps 4 comfortably, stove, dinette, teak interior, head, recent haulout & new gelcoat (ivory), maroon sails, VHS, depthsounder, compass. \$21,750. (415) 499-9676 eves.
CREW — HAWAII Lord Nelson 41 leaving Newport Beach June 20. 2 male/female or couple with ocean experience. Must be easy-going and compatible. Share food expenses. Boat fully equipped for long passages. Call (714) 673-2514.	BANK REPO Make offer on 3-year-old Newport 41S. Rod rigging, roller furling. Solid racer/cruiser. See her in Santa Barbara or call Seacoast Yacht Sales (805) 962-8195.	TARTAN 30 CHARTER Ready for spring. Inboard, pressure water, knotmeter, depthsounder, VHF, fully galley, enclosed head, compass, all safety gear. Sleeps 6. Berthed Alameda. \$125/day weekends; \$100/day weekdays. 361-6966 days; 345-2327 nights.
DAVE'S DIVING SERVICE Last month for special winter rates. 75¢ per foot cleans hull, prop, shaft and zinc installation. Also enjoy the confidence of my year-round hull maintenance program. David Gissendaner (415) 331-3612	SAIL SEA OF CORTEZ — MEXICO 41' Morgan "Out Island" bareboat or skippered, fully equipped Boston Whaler, Windsurfer, Snorkel gear, 7½ outboard, etc. Sleeps 7 in 3-cabins — mid cockpit. From \$750/week off-season to \$1,250/week — 10% off on second time. June \$1,250 — July \$1,200. Bob Moore (415) 382-8259; wk: 456-2913.	BOAT GRAPHICS WITH PERSONALITY! In pressure sensitive adhesive vinyl/mylar. From the simplest to the most elaborate we do it your way! And you can afford it. SeaScript (415) 651-7326.
BOAT GRAPHICS WITH PERSONALITY! In pressure sensitive adhesive vinyl/mylar. From the simplest to the most elaborate we do it your way! And you can afford it. SeaScript (415) 651-7326.	MARINE ENGINES / PARTS — USED BUT GOOD 12 hp Faryman diesel: \$1,300; 30 hp Palmer gas V-drive: \$1,000; Volvo MB10 2-cyl. gas: \$500; 7.5 Onan diesel generator: \$2,000; Volvo Penta 280 sterndrive: \$1,000; 270 sterndrive: \$1,000; used drive parts. MARINE ENGINE (408) 475-4220.	

<p>WANTED TO BUY Pair men's lightweight rubber Sperry topsider sailing boots. U.S. made about 1972, solid black, white squeegee sole and heel. Will pay \$50 if in reasonable condition. Medium or large. 527 Wellington, Seattle, WA 98112. (206) 325-0723.</p>	<p>TARTAN 37 Superior fast cruising boat outfitted with finest equipment: Monitor windvane, Alpha pilot, Magnavox SatNav, Sitex Loran, propane stove/Margas, 5 sails incl. spinnaker, Micron 33, Avon liferaft, windlass, refrig., complete ground tackle, self-tailing winches, km, ds, VHF and more. Call for equipment list. Monterey berth available. Will consider trade of smaller boat. Must sell. Don't miss this super boat in bristol condition. \$76,000/offer. (408) 458-4199.</p>	<p>VALIANT 32 OWNERS Blister problems? Whether you bought the boat new or used you have legal rights. Protect your investment. Write to SAIL, P.O. Box 824, Sausalito, CA 94965.</p>
<p>UNIVERSAL ATOMIC FOUR ENGINE With control and cables. \$300. Call Dan (408) 867-3156.</p>	<p>TIDEWATER 24 '65 fixed keel sloop. A fun daysailer with huge cockpit. Cuddy cabin sleeps 2. She is in good condition and ready to sail. Trailer and Seagull o.b. included. A lot of boat for \$2,000. Sailboard trade? (408) 475-5104.</p>	<p>EXCALIBUR 26 Must sell this great daysailer/overnighter/one-design racer. 5 sails including 2 spinnakers, VHF, 6 hp o.b. Sleeps 5, recent bottom paint. \$7,950/B.O. Bob (415) 332-4726.</p>
<p>SANTA CRUZ 33 — 1981 Bill Lee quality and speed in a racer/cruiser. Full galley, head, chart table, refrigerator, Loran, Signet 1000, BMW diesel, Ballenger spars, hydraulic backstay, Barent winches, Avon, plus more. \$39,000. Ken (415) 949-3036.</p>	<p>1978 LANCER 25 Sail the driest, most comfortable boat on S.F. Bay. Standing headroom, E-Z Loader trailer, sails, radio, outboard. Ready to launch. \$8,500. (415) 961-2875.</p>	<p>GET MOBILE! Will trade 1971 Ford camper van tow vehicle and 1969 Cal 21 with swing keel and trailer for Cal 25 or similar sailboat. Cruise the highways to your favorite sailing area. Don (408) 423-1523.</p>
<p>HARPOON 6.2 — GREAT BUY Must sell 20' sailboat built by Boston Whaler. Very clean, lots of extras: North sails, sink, ice box, stove, dodger, full covers, Harken blocks. Great boat. Trailer available. \$3,950. Call Dan at (714) 582-8333. Will send photos on request.</p>	<p>KANTOLA 42-FT TRIMARAN Prof. built, launched '85. Refrig. 3 double berths. Wheel steering, Lewmar, Signet, cruise ready. Recent survey \$120,000; \$95,000/OBO. Contact Bob Perkins at (213) 516-8844 days or (213) 540-6247 eves.</p>	<p>19-FT WEST WIGHT POTTER '84 Perfect pocket cruiser, with heavy-duty trailer. Sleeps 4. Red, blue and white sails, with pulpit side and stern rails, loaded with extras, like new condition. \$6,500. (415) 821-2825 eves.</p>
<p>ERICSON 32 — 1/2 INTEREST FOR SALE Excellent condition, professionally maintained, recently surveyed, one owner, purchased in '79, mast & boom painted white. Upwind 35' transferable slip near yacht club in Berkeley Marina. Must be seen to be appreciated. (916) 966-1297.</p>	<p>WANTED Charts from San Francisco to Australia via Mexico and the Galapagos. Also an Aries or Monitor windvane. 742-0113.</p>	<p>TWO LIFERAFTS Seaplane type 6-man in cannister, lt. wt., 2 cylinders, double roof, certified '84: \$950; U.S. Navy Indestructo, huge 15-man, valise, 2 cylinders, roof, heavy-duty, rubber, great for fish, comm. boat, river raft, etc: \$450. 459-2913.</p>
<p>1979 WESTSAIL 28 Volvo MD 11C fresh water cooled, 3 working sails, storm trysail, storm jib, drifter, VHF, Loran C, autopilot, windvane, S/L 9555 windlass, 43 Travco, 35 CQR, Shipmate kerosene stove/oven, tabernacled mast, dodger, excl. cond. \$39,500. (308) 728-3247.</p>	<p>26-FT 1965 PEARSON ARIEL Pride of the Ariel class is for sale at \$14,000. She's ready for serious cruising. Windvane, VHF, all lines aft, dodger, compass/knot/depth and log meter. 6 sail inventory and more. Contact Jim at (415) 435-6163.</p>	<p>HUNTER 37 CUTTER Built by Hunter Marine Florida, year 1979. Excl. cond. Roller furling, Lewmar winches, refrigeration, cabin heater, separate shower, h/c pressure water, Yanmar dsl. This boat has never lived in salt water. \$56,500. (916) 456-9992 eves.</p>
<p>NACRA 5.5 18 sq. meter racing catamaran sailed in fresh water only. Cat tracks, trailer, excellent condition, sacrifice \$2,900. (415) 563-1844 eves.</p>	<p>38-FT STEEL CRUISING SLOOP Beister-Werft, 1967, aft cabin. Lots of cruising gear. Mercedes 636, 10 sails, propane, wind & electric vane, VHF. Recently hauled, painted in/out. \$45,000 or best offer. R. Tanner, P.O. Box 29271, Honolulu, HI 96820.</p>	<p>J/24 — \$11,500/OBO 6 sails, dual compass systems, Kenyon, almost new Evinrude, rarely raced, great shape, a deal. See <i>El Cid</i> at SFYC. Call (415) 381-4520.</p>
<p>SPINNAKER Tri-radial 1 1/2 ounce chute off a used C&C 40-ft. \$1,200. Dick, 452-3410.</p>	<p>FOR SALE 51-ft customized Force Fifty. Extended rigging, excellent condition. Fully equipped for Bay/offshore cruising. Best F50 available on West Coast. Call for details: Tony 633-1891/332-4112 eves. \$120,000.</p>	<p>30-FT SLOOP SAILBOAT KIT 33% complete, many parts, job layoff forces sale. Serious inquiries only. (408) 727-5965.</p>
<p>WANT TO SAIL? It's yours for \$250/mo. <i>Isis</i>: 32' sloop, one-off, Gary Mull design. Designed for singlehanded TransPac. Full complement of sails and elec. Diesel. Perfect for race or cruising. (707) 745-4271.</p>	<p>MUST SELL — RANGER 23 Lost job. Get a great Bay boat. Has ds, km, compass, Evinrude o.b., anchors, whisker pole. \$9,000/offer. Call (415) 381-0663.</p>	<p>GREAT LIVEABOARD/MAKE ME AN OFFER For sale: '71 Columbia 39. Very roomy. Lots of headroom. Rebuilt 30 hp Atomic runs great. Shower, stove, oven, refrig., VHF, depthfinder, 10 sails, sleeps 7, very clean. Reduced to \$45,000. (415) 487-8955.</p>
<p>44-FT ISLANDER CLIPPER 1946 classic full keel sloop. Extensive offshore racing history. 6 bags of sails. Needs attention. \$15,000/OBO. (707) 224-7088.</p>	<p>CAL 2-27 Cruising rig, super shape, original owner, offers wanted. (209) 944-0944 or (209) 477-3979.</p>	<p>MOVING UP! 1984 San Juan 23. Self-tailing Barents, main, 100%, 80%, Calkins trailer, 7.5 hp Honda, lifelines, Ritchie compass. Beautiful boat. We'll miss her! Cruise San Juans, Baja, Lake Tahoe, S.F. Bay. (916) 527-1864 eves. \$13,500.</p>
<p>FREE 15-ft semi-tunnel V-drive ski boat with loaded 4-cyl Ford Kent engine when you buy my Sprinta Sport for \$1,600/OBO. Bob (415) 568-1262 hm; 828-4200 ext. 259 work.</p>	<p>RANGER 23 Clean, hauled 1/87, 6 hp, 2 jibs, VHF, fathometer, knotmeter. \$8,950 or trade up. (707) 576-7474.</p>	<p>CLASSY LADY FRESHWATER SAILED Looking for salt & wind. Beautiful 25 Merrit racer/cruiser 100, 150, spinnaker, ds, km, compass, head, o.b. Also dual axle trailer & lifting cable. Ready & waiting. \$16,000. Call (415) 237-9798 or write P.O.B. 1293, Quincy, CA 95971.</p>
<p>LINDA NEWLAND DELIVERS Reliable, Economical, Proven. Summer 1987. Specializing in Hawaii to S.F. (415) 521-7172. Over 25,000 verified nautical ocean miles experience — skipper of crewed yachts and singlehanded. Credentialled navigation instructor for celestial and coastal piloting. References on request.</p>	<p>1980 ISLANDER 36 Excellent condition, loaded with extras. Replacement cost \$110,000, appraised at \$80,000. Must see!! Selling below loan balance. \$49,500. STOCKDALE MARINE (916) 332-0775</p>	
<p>WIND & WAVE SCHOOL OF SAILING — RENT ALL!!! Enjoy a beautiful day on the Bay on a 32-ft sloop. Sailing lessons, skippered rentals, bareboat rentals & catered cruises. For more info, call (707) 745-4271.</p>	<p>TRAILERABLE SAILBOATS New & Used, 7' to 31'. STOCKDALE MARINE & NAVIGATION CENTER 4730 Myrtle Ave., Sacramento, CA 95841 (916) 332-0775.</p>	
<p>FERRARI BOATWRIGHT SERVICES All marine woodwork. Full shop and mobile services. Dry Rot, Planking, Spars, Interiors Designed & Built. 453-5051</p>	<p>Lon Woodrum 415/332-5970</p>	<p>MARINE CARPENTRY Woodrum Marine — Boat Builders — 25 years experience New boat construction or major restoration specializing in interior & exterior alterations. All phases of wood and glass repair.</p>

BLUEWATER CRUISER Danish-built double-ended sloop. 34' LOD, 11'4" beam, 5'9" draft, 11 tons. Diesel just overhauled, complete new rig & mainsail, dodger, VHF, windlass. Very seakindly & easily handled. Must sell. Any reasonable offer considered. (916) 265-2935.	ERICSON 32 1974. Strong Bay sailer & So. Pacific vet. Wheel steering, 5 sails, VHF, depthsounder & more. Great shape. Alameda berth. Buy her, sail her, have fun! \$24,900. (408) 253-3760 or (408) 737-2000 ext. 3278.	ASSISTANT LEADER NEEDED FOR ADVENTURE Leadership training for teenaged men this summer. Male, age 25-35. Exp. sailing skipper. Wilderness skills. Committed to making a difference with teenaged men. At home in the heart. Capable of commitment, grit, humor. (415) 261-3112 Homer.	
47-FT WOODEN CLASSIC Sparkman & Stephens 1934 sloop. 39'6" LWL. 6' draft. Mahogany on oak, flush teak deck. Located in S.F. Bay Area. (818) 789-6423.	HARBORMASTER/MARINA MANAGER Mature, experienced, maritime professional seeking Harbormaster/Marina Manager's position. U.S.C.G. Licensed. References upon request. Willing to relocate. F.D. Pierce, tel. (415) 485-4269.	MAKE MONEY AND MAKE A DIFFERENCE To some fine young men. Leadership program run by experienced U.S.C.G. Licensed skipper needs your 30'-40' sailing yacht in excellent condition for two 5-day periods this summer. Contact Homer Jones. (415) 261-3112.	
30-FT CORONADO WEST WIND 50% partnership for sale. Roller furling, wheel, great condition. \$5,000 and take over 1/2 the payments. Call Kevin (415) 952-1998; Douglas (408) 257-5263.	HATTERAS 41 F/g, twin GM6V53 diesels, Onan dsl gen., Morse controls, VHF, knotmeter, digital ds, searchlight, dinghy, winch, full Delta canvas, luxury int., electric galley, 2 heads, 1 shower, A/C, stereo, TV, h/c water, '65, excl. cond. \$88,000. (415) 332-1366.	BOAT TRAILER WANTED Need to purchase 7,000-lb capacity trailer or rent your trailer for 28-ft sailboat for several days in mid-May. Call Skip (916) 273-4822 days.	
ANOERSON & CHRISTOPHANI OINGHY Nice wood boat. Excellent condition. (415) 467-4409.	CAL 20 — BERKELEY UPWIND BERTH Good condition. New sails and motor. \$3,600/B.O. Bill 284-4871 work; 284-2714 home.	27-FT BUCCANEER SLOOP Aft cabin, fully galley, head, shower h/c, sleeps 6, 6'2" headroom. Main & self-furling genoa, dodger, wheel, 10 hp Volvo diesel (just rebuilt), shoal draft. Perfect family boat, Bay/Delta. Excellent condition. \$14,500. (707) 226-9491.	
SWAN 39 Ron Holland cruiser/racer. Full B and G instruments, SatNav, Loran, VHS. Many Hood or North sails. Sleeps 6-8, yet ideal shorthanded sailing. 7 years old, never raced. Asking \$125,000. Call (818) 506-0133, Alan Campbell.	1978 SAN JUAN 28 Super Bay cruiser, diesel, 6'3" headroom, 10' beam, fast, easy to handle. Excellent condition, lots of extras. Priced to move at \$21,000. For more information call or leave message at (408) 377-2058.	'78 MORGAN 30' OI Solid, great condition, excels as coastal cruiser. Low time 22 hp Yanmar diesel makes hull speed easily. 170, 140, 110, storm jib & double reef main. Wheel, autopilot, VHF, ds, speed/lat, stereo. Overkill ground tackle for restful nights at anchor. This boat's been fun during numerous trips to the Channel Islands & is ready for more. Owner recently purchased race boat & is ready to sell. \$21K/OBO. (805) 373-2618 days; (805) 492-1333 eves. (213) 833-0258 evenings.	
OLSON 30 Johnson outboard (4 hrs.), 5 headsails, 2 spinnakers, main, VHF, knotmeter, RFD, compass, battery charger, man-overboard pole, ground tackle, float cushions and covers. Survey available. \$21,000. (415) 522-5900.	COLUMBIA 22 Divorce forces sale of nice boat. 2 anchors, chain, alcohol stove, boom tent, VHF, compass, ice chest, good sails & motor. Has slept 5 (cozy but legal). Will consider all offers, including partnerships. 454-7370.	36-FT NORWEGIAN SLOOP Radiant beauty built of mahogany & oak in 1957. Jan Linge design. Teak decks, diesel, instruments. More. Immaculate. \$34,500. (213) 833-0258 evenings.	
CRUISING GEAR Montgomery 8 rowing/sailing dinghy. 4 mos. old: \$850. G.E. Shortwave radio, 2 mos. old: \$150; boom tend/sun awning for Westsail 32, never used: \$500. 861-2645 Leroy.	25-FT SEARUNNER TRIMARAN Fast, strong single or doublehanded Bay sailboat. Sleeps 2. 7 hp Merc. Very light, outfitted very simple. No through-hull fittings, no electrical wiring. Built exactly to Jim Brown lines in 1976. Asking \$5,500. (415) 447-2308.	40-FT TRIMARAN Piver Victress design. Very well constructed, strong. VHF, whistler radar, 27 hp diesel, freezer, refrigerator, sextant. Sleeps 6. Great cruising boat. Documented. Prior survey available. \$6,000 recently spent on yard work. Selling for previous owner's estate. \$34,500/B.O. Call Laura eves/weekends at (415) 967-3597 preferred; also days at (408) 743-7082; or leave message at (408) 734-5549 anytime.	
FRISCO FLYER III 1967 26-ft Cheoy Lee sloop, superb condition & lovingly maintained, fiberglass hulled cruiser with teak trim & interior. Penta i.b. diesel, boat cover, VHF, depthsounder, compass. Sleeps 4 with galley & head. Asking \$17,800/OBO. (415) 883-9049.	WANTED: VICTORY 21 Any share, with or without trailer. Call or write: Scott Homes, 7876 West Barstow Ave., Fresno, CA 93711; (209) 275-0620 or Chuck Philips (206) 297-7682. Send pictures if possible please. Victory Nationals, Fresno, Memorial weekend.	1982 C&C 40 — TALL RIG Race or cruise in luxury aboard a strong, fast C&C 40. Professionally maintained, 9 Sobstad sails, B&G computer, Espar furnace, Navtec hydraulics, Pathfinder diesel, Stearns roller furling, excellent condition, huge inventory. \$99,500. (206) 784-8429.	
1981 TAYANA 37 Lovingly maintained in excellent condition by her liveaboard owners. Cutter rig, 4 sails, Perkins 4-108, Datamarine instruments include kl, ds, windmachine. VHF, teak decks, coach roof & cockpit, cold machine, propane oven & much more. Built for two to liveaboard &/or cruise. Call for complete equipment list. Price reduced to \$83,000. Bob Kleckner or Mary Kay Austin, days (415) 442-2519; eves. (415) 589-7560.	PEARSON COMMANDER 26-ft f/g sloop, including berth in S.F. Marina. 9-ft cockpit, 4 berths, long keel, knotmeter, VHF radio, bow pulpit, Honda o.b. Price \$8,000. Tel. (415) 322-1561 or (415) 948-9310.	ETCHELLS 22 Ready to race, winning history, latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down & \$200 month. Call (415) 548-4159 days; (415) 547-0685 eves.	HOUSEBOAT IN THE DELTA Liveaboard. No engine. Good fixer-upper. Must sell. Best offer, asking \$5,000. Call Laura eves/weekends at (415) 967-3597 preferred; also days at (408) 743-7082; or leave message at (408) 734-5549 anytime.
RIGGEO AND READY Beautiful, strong, 1984 Union cutter 36-ft. Bluewater cruising inventory, insulated fiberglass cabin & hull, Perkins 4-108, teak interior/exterior & equipped for liveaboard. \$71,500 or smaller boat in part trade. (707) 446-3337 eves.	1982 C&C 40 — TALL RIG Race or cruise in luxury aboard a strong, fast C&C 40. Professionally maintained, 9 Sobstad sails, B&G computer, Espar furnace, Navtec hydraulics, Pathfinder diesel, Stearns roller furling, excellent condition, huge inventory. \$99,500. (206) 784-8429.	CAPE OORY 25 O 1983. Little use, like new. Diesel with low hours. Sleeps 4. VHF, depthsounder, knotmeter, genoa. Quality throughout. Will finance or trade. Consider offer. Reduced to \$25,800. (415) 574-2358.	
LUDERS 36 — CHEOY LEE 1976. Lovely, well-built sloop. Glass hull, teak over glass decks, beautiful teak below, Volvo diesel, dodger, windlass, autopilot, Loran, fully equipped. Lovingly maintained & in excellent condition. \$48,500. Trade-up considered. Jim 331-2309.	WEST WIGHT POTTER 15 Super fiberglass mini-cruising sailboat. Sleeps 2. Excellent condition. Like-new large wheel trailer, 2 hp Evinrude and many, many extras. Active local club. \$2,900. (707) 942-0387.	MARINER 40 — \$40,000 Beautiful, wooden M-40 ketch built in Japan. Now in La Paz. Fly down for weekend, sail her & you'll buy her. Superb cruising boat. Owner may finance. Call (714) 957-2837 for full particulars.	
VANCOUVER 32 PILOTHOUSE CUTTER A high-performance world-cruiser designed by Robert Harris, N.A. Exceeds Lloyds specs. \$75,000 w/sails. Save \$\$ on our demo. The Vancouver Co., 475 Gate 5 Rd., Ste. 214, Sausalito, CA 94965. (415) 331-2393	CHARTER A PASSPORT 40 SAILBOAT Sail the San Juan Islands		
SHARPEN YOUR CRUISING SKILLS . . . Among Santa Barbara's challenging Channel Islands. Join John and Randi Sanger on a 3, 4, or 5-day personalized instructional cruise aboard their Valiant 40 Grebe — ninth season. Brochure and schedule: EDUCATIONAL CRUISING, P.O. Box 1165, Santa Barbara, CA 93102. (805) 967-4700	Fast, comfortable 40' sloop, dinghy, dodger, full instrumentation, roller-furling headsail, two private staterooms, head w/shower, propane stove w/oven, refrigeration, VHF, stereo, and much more. Call (206) 821-1208 for more information.	A-1 YACHT SERVICE Professional quality brightwork and painting, interior or exterior. Expert repairs and renovation on wood and fiberglass. Satisfaction guaranteed. Refs available. Serving the Bay Area: Michael Heiner 868-1720.	
WOODWORKING Interior • Exterior Hull • Spars 12' Dinghies \$1,695 Schoonmakers Sausalito Steve Jones (415) 332-2500	GET YOUR CAPTAIN'S LICENSE! Ocean Operator or Motorboat Operator (6-Pak) Day classes • Night classes • Home Study Kits CRAWFORD NAUTICAL SCHOOL, Embarcadero at Mission, San Francisco P.O. Box 3656, Rincon Annex, S.F. 94119 or phone (415) 788-4595		

MOORE 24 Best boat. Best buy. \$10,500. Excellent condition. Includes: trailer, radio, 6 bags of sails, outboard motor and much more. Call Jim 435-1213 days; 435-9341 evenings.	CAL 20 — HULL NO. 27 Excellent condition. 4 sails, k/m, seal bridge & rigging, Barents, Schaeffer blocks, 6 hp Evinrude, many features & extras. Coyote Point berth. \$3,500. (408) 730-4588.	BOAT BOY Elderly captain needs younger & strong person to sail his 32-ft two-cabin sloop. Some sailing experience needed. Everything furnished. No pay. East Bay. P.O. Box 2071, Berkeley, CA 94702.
BALTIMORE CLIPPER SCHOONER — LIZARD KING LOA 70', LOD 55', LWL 49', beam 14'11". Traditionally built of wood in Oregon by Northrup & Diak. Launched 1974. Suitable for ocean cruising or the charter trade, she has done both. \$165,000. (206) 281-0734 eves.	CATALINA 22 Hull #13, built 1971, fixed keel, North sails, Honda 7½ outboard. Great Bay boat in fine condition berthed in Sausalito. \$3,900. Call (415) 332-4645.	INTERNATIONAL FJ 1985 Sailnetics roll tank model, U.S. 4337. Comes race rigged with Pineapple sails, all spinnaker gear & Balko trailer. Excellent condition. \$2,800 or best offer. (415) 841-1445.
TARTAN 27 Exc. cond., best equipped 27-footer on the Bay. Full keel, North sails, VHF, Loran C, dig. RDF, ap, digital depth, refrig., 12v/110v system, boat speed, windspeed, TV, stereo, much more gear. Must sell. \$22,500/B.O. Days 755-5794; eves. 523-1700.	PRIVATE BOAT COLLECTION — MUST SELL 40' Cheoy Lee yawl, cruise ready, tri-cabin, lots of sails & equipment: \$57,500/OBO. 32' Westsail cutter rig, cruise ready: \$35,900/OBO. Factory finished. 30' Newport, lots of extras, 1977: \$25,900. Autopilot, radio, diesel, wheel. (213) 424-8776.	RANGER 33 PARTNERSHIP 1/3 share in excellent sailboat. VHF, windspeed, km, spinnaker, Barent winches, depth, etc. Great galley w/propane range/oven. Sausalito berth. Very nice partners. You get 10+ days per months, flexible scheduling. Insured. \$4,500. (209) 897-2344.
BOAT SLIPS AVAILABLE FOR RENT BY OWNER Emery Cove Marina, by the San Francisco Bay bridge. 50'x17.5: \$220; 45'x17' upwind: \$220. Call Rod, (415) 656-2702 or Norm, 522-2928.	CORONADO 25 New mast, boom, rigging. 9 sails including spinnaker (some new, all good). Johnson 15 hp VHF, ds, km, RDF, stereo. Bow & stern pulpits, double ground tackle, etc. Good condition. Asking \$6,450. (415) 657-8273.	SANTANA 22 Good boat, 3 jibs, all sailing line leads aft for singlehanding. Alameda berth. \$4,000. Call Jerry before 1 p.m. (408) 251-6436 after 4 p.m. (415) 960-5212.
FORCE 50 — SALE OR TRADE Original wooden Force 50. Needs lots of work. Great liveaboard. Bargain for right person. Best offer over \$1,000 mortgage or will consider real estate trade. Dave 235-5773 or 392-4443.	ATOMIC FOUR ENGINE Low time since rebuild, no smoke. Electronic ignition, large alternator, gauges, transmission, the works! Engine is still in my Pearson & available for demonstration. Will remove & deliver anywhere in Bay Area for \$850. 80b 348-0289.	FOR SALE OR TRADE '78 Lancer 25. Excellent condition. 4 sails, including reacher, depthsounder, VHF, o.b. runs great, berthed in Delta. \$9,995 or trade for \$ and sailboat in the 22' range. Call anytime, (916) 962-0109.
PEARSON 10 METER Illness forces sale of 1/4 ownership. Comfortable 33' f/g cruiser, diesel, stove/oven, VHF, new sails, wheel. Berthed S.F. Gas House Cove. \$9,000/best offer/owner financing. 457-4600 days; 453-1139 eves. or 324-0486 eves.	EL TORO #8751 Professionally built, beautiful condition, varnished mahogany hull with spruce spars. Great starter boat or dinghy. Includes 2 lifejackets and oarlocks. \$500. (415) 687-1127.	SANTANA 22 FOR SALE White/red LPU, graphics, micron bottom, Vetus non-skid decks, spinnaker, 4 mains, 5 jibs, full race rigged, 5 winches, knotmeter, compass, cushions, covers, etc. Drysailed. One of the best. \$6,950. 388-6531 eves.
CAL 40 Piccs 40 hp diesel, modern cabin design, very clean, new paint inside/outside, many sails, dodger, tiller, documented, cruise/race, slip available. \$39,000 or assume 9% loan. Eves. (805) 647-9668.	36-FT KETCH Lloyds approved construction & well-maintained. Center cockpit with masters cabin aft. Walk-in engine room, large salon/galley. Loaded with electronics & cruising gear. Outstanding cruiser/liveaboard. A steal at \$76,500 as owner moving to hills.	CHAMBERLAIN DORY Excellent condition. Rowing Crafters constructed. Complete sail rig. Sliding seat. Trailer. 2 sets oars. Custom cover. Asking \$2,500. (415) 387-1229.
420 Excellent condition, 14-ft racing dinghy. Includes spinnaker, trapeze, 2 sets of sails & trailer. \$2,100. Call Chris at (408) 371-7400 work or (408) 292-1260 home.	CHISPA DE ORO Beautiful C&C 34 excellently maintained with many added extras. Truly a top-quality performance boat with comfortable cruising capabilities. Sleeps 6+. Partial list includes 7 bags of sails including .75 oz. and 1.5 oz. spinnaker, headfoil II, Combi instruments, hydraulic backstay, up-graded Barents, Martec II folding prop, T.I. Loran, Bruce anchor, Avon Redcrest w/Seagull. Fully equipped from spare prop to complete galley. Business capital needs require sale. \$60,000 for this superb San Francisco yacht. Contact Dave at (415) 647-8907.	SAILING IS ROMANTIC Professional 28 yrs. SWM, attractive, athletic skipper with great boat seeking dynamic professional slim woman (25-34 yrs.) for meaningful relationship. Let's do sailing, hiking, S.F. culture, etc. together. Greg, P.O. Box 5399, San Mateo 94402.
BEAUTIFUL AND RARE DESIGN, CLASSIC MASTER MARINER Flirt ready to sail into the season. 34'x10', Marconi rig, 1914. See at haulout 4/25, w/surveys; new Volvo & electicals, reframed, Saus. liveaboard w/full cover. \$15,000/OBO. Pete (415) 456-2788. Call for history/details.	32-FT ATKINS COLIN ARCHER SEAGOING CRUISER New hull, deck beams & bulkhead only. Needs ballast, hull fittings, deck, rigging, sail & engine. Located in Sausalito. Asking \$5,000. Will sell to best offer. (415) 641-4238.	CHRYSLER 22 1977. Fixed keel sloop, good Bay sailor in excellent condition. 3 sails, 7.5 hp Mercury outboard, EMS knotmeter & depthsounder, bow pulpit & lifelines, 2 anchors, VHF & more. Berthed at San Leandro. \$5,700/OBO. Phone (408) 244-5685, leave message.
FRISCO FLYER — CHEOY LEE SLOOP — MUST SELL!! Owner relocated. 26-ft full keel cruiser. F/g hull, teak decks & cabin. Sleeps 4, sink, icebox, head, Yanmar diesel (nds wk), 5 sails. Great Bay & coastal cruiser. Make offer. (408) 973-0163.	1/10 YAMAHA '33 One-tenth interest in beautiful Yamaha 33. Mint condition with many new extras. Great co-owners, all responsible & friendly. Only \$3,625. Call (415) 788-3521 & ask for Joe. Must see to believe.	O'DAY 25 New interior. Main, jib, genoa, spinnaker, ds, km, VHF, ap, am-fm cassette, 10 hp Honda w/remote controls, dual batteries, cockpit cushions, plus many accessories. New epoxy bottom 2/87. Excellent condition. Bob or leave msg. (408) 263-9030.
STEELE CUTTER YACHT 47-FT Unfinished. Round bilge, proven cruising design. 271 deis. GMC & hyd. steering installed. Mast, boom, rigging & winches. Aries windvane, ap & space heater. You finish interior. If interested: L.J. Pettit, (415) 456-4126, P.O.B. 2532, San Anselmo 94960.	MASON OSTKUST 24-FT Sale/trade traditional design. Strong yellow cedar strip-plank hull w/oak floors and ribs. 7/8 rig sloop, 7 sails. 3 anchors & rode, Seagull kicker. Refinished & outfitted for cruising or trailering. Lovely vessel. \$7,900. (805) 528-7390.	LIGHT RAPID TRANSIT 24-FT Crowther Buccaneer trailerable tri, 1981. Built by Mark Rondeau, West System 3 epoxy, excellent craftsmanship, proven off coast, roller reefing, km, VHF, depthsounder, moorage til May Fort Bragg. \$9,300. James/Naomi (707) 857-3524.
50-FT NORWEGIAN 8-METER SLOOP Built in 1929 of pitch pine on oak frames. Excellent condition. Nissan diesel. Comfortable upgraded mahogany interior. A real classic racing yacht. \$35,000. (415) 851-1411; 381-6060.	RANGER 26 — \$9,950 A lively Bay performer with 7 sails, 5 berths, Honda 10 o.b., enclosed head, galley, Marine survey, available in Sausalito. (415) 459-2744.	
ODUS HAYES — MARINE SURVEYOR 32 Years in Yachting Wood — Glass — Steel — Ferro-Cement P.O. Box 1122, Sausalito, CA 94966 (415) 461-8425	SAILING INSTRUCTORS WANTED Must have extensive experience, outstanding seamanship and communication skills. The Bay Area's most highly rated and busiest sailing school offers qualified instructors good wages, varied schedules, boat use privileges and excellent support/training. Call Dan at Olympic Circle (415) 843-4200.	
BRITEWORKS YACHT MAINTENANCE Expert quality wood care. Varnish. Refinishing. Decks. Compound. Wax. Painting. Caulking. Bottoms. Cleaning. Lettering. Repairs. Maintenance Programs. Serving the Bay Area 12 years. References. Fast. Reasonable. Work Guaranteed. (415) 454-3441.	OFFSHORE MEDICAL SEMINARS 8y Dr. D.L. Hill, USCG Ship's Surgeon, Calif. Maritime Faculty, former U.S. Navy Phys. Small classes, personalized training, will travel. 2 courses: Medicine Chest I & II, each comprising a weekend of lab & lectures, covering topics such as: Tropical Med., Nutrition, CPR, Emergency & Gen. Med., some dentistry. Minor Surgery & equipping the Med. Chest. 801 East 2nd St. #102, Benicia, CA 94510. (707) 745-3785.	
VIDEO ADVENTURES L.O.A. 17 to Catalina 29' Cascade, by Land and Sea to Puerto Vallarta. Narration, music, V.H.S. 85 minutes. \$40.00 cash, money order or check. Sunset Video, P.O. Box 925, Diamond Springs, CA 95619-0925.	Cityyachts MARINE VIDEOS FOR RENT OVER 90 TITLES AVAILABLE! Foot of Laguna Street San Francisco, CA 94123 (415) 567-8880	

19-FT O'DAY MARINER Swing keel, 1967 vintage, '81 Johnson 4.5 hp o.b. 3 jibs, 2 mains, spinnaker. \$2,100 worth of bottom paint in '84. System to step the mast. Hull, woodwork, hardware. All in great shape, ready to sail! \$2,500. (408) 425-1317.	CLASSIC WOODEN BOAT LOVERS! 1928 Angleman sloop. 28'-35' LOA. Cutter rigged. 1" cedar hull over oak in great shape. Volvo diesel, good sails, new electrical, full cover and extra equipment. Interior needs work. Must see! \$4,995. Steve (408) 475-8556.	CRUISING PARTNER Like to find independent experienced & serious sailor to participate in Bay sailing & longer cruise. San Francisco to Florida. Please call (408) 375-0528.
WANTED: LIVEABOARD SAILBOAT 44' to 50', center cockpit, coastal cruiser, fiberglass only, minimum 13' beam, ketch preferred, sloop OK, large stern cabin, lots of wood in interior, some fixer-upper work OK. Evenings 7-9 p.m. & weekends, (805) 984-4527.	40 SLOOP F/g, new sails/rigging, VHF, diesel, ds, EPIRB, survival raft, KT.MT., dodger, galley, head, etc. Needs work. \$25,000. (209) 477-7835; (415) 323-1700.	CORONADO 25 One of the nicest. Good sails, Honda 10 engine. 1983 National champion, but lightly raced. You must see this boat. J. Piereth, 441-5970. Strong, friendly class association. \$5,500.
WESTSAIL 42 AND ST. FRANCIS SLIP Outstanding liveaboard & bluewater cruiser. Prof. completed in '81 but never cruised. Pathfinder 86 hp dsl w/only 190 eng. hrs. Loaded to cruise. Cost over \$200,000. A steal at \$85,000 plus 45-ft S.F. Marina slip. Gail 775-0157.	ORIGINAL CAMPOS DESIGN Cutter 35' built in Argentina. A classic double-ender beauty. Anchored in Puerto Rico. Must desperately sell for best offer. (415) 864-4873.	30-FT ALUMINUM MAST All stainless standing rigging, wire to rope halyards, mast winch, bronze turn buckles, 3/8" & 1/2". Sacrifice all for \$900. Call Leonard at 324-8928.
DELTA PROPERTY 8.8 acres of unimproved land on Bradford Is. w/250' of protected frontage on San Joaquin River. Existing 41' dock needs some repair. Excl. set-up for summer getaway, ski club or hunt club house or sm. farm. Owner will fin. \$39,500. Gail 775-0157.	WINCHES STILL IN THE BOX Pair of Barent 20 and a pair of Barent 21 self-tailing chrome. Call weekdays (415) 572-1920 ext. 290. \$500 per pair.	LOST INTEREST — WYLIE WABBIT 24-ft of fast fun in excellent condition. Mylar Jib, Harken roller furling, custom trailer, Signet electronics plus many other extras. Asking \$6,800. Owner will finance. (415) 837-3632.
40-FT WOODEN CRUISER 1" mahogany 1/2" plywood bottom f/g sides top Inside new paint, sleeps 4, rebuilt 6.71 GM diesel, propane range, Frigidaire, 2 sinks, head, new battery, very clean with S.F. Marina berth. \$29,000 negotiable terms. (415) 752-7412.	PEARSON 323 1982. Excellent condition, clean. Ready to deal. (415) 254-1892.	
ERICSON 30 Bristol condition, well-equipped and ready to enjoy. \$25,000 or best offer. 325-5400 eves.	THIS IS PERFORMANCE SAILING Moore 24 for sale, asking \$10,000. Sails, motor, trailer, radio. Make a reasonable offer for this boat, and it could be yours in time for the Season's Opener. Roger (415) 387-4590.	CAL 25 — \$7,350 Flushdeck sloop with Pop-top. Great for cruising/racing. 7 sails including spinnaker, sparker, 6 hp Evinrude. All lines led to cockpit for racing/short crew. Good condition. Many extras. Call (415) 339-8389.
AMERICAN 26 With E-Z Loader trailer, VHF, depthsounder, compass, yacht specialties wheel steering, 9.9 hp outboard, built-in ice chest, 3 sails, anchor and rode, life vests. \$9,000/OBO. (415) 363-2150.	SAN FRANCISCO — SAN DIEGO RACE, JULY 3, 1987 The Midget Ocean Racing Association invites you to enter our 21st Annual Long Distance Race. Boats under 31-ft race for the MORA Perpetual Trophy as well as Division and One-Design Class honors. This year boats over 31-ft are invited to sail in either PHRO or IOR Invitational Divisions. Come and race with MORA and find out why 437.5 miles of exciting racing continually brings back past participants. For entry information call Ev Lester (415) 933-3997. For additional info call Bud Fraze (415) 828-7407 or Roger Heath (415) 681-4150, all evenings.	ERICSON 30-FT 1967 Volvo diesel. Excellent condition. \$24,000/offer or half interest. (408) 475-1578.
BEAR 23-FT Chance. Beautiful natural wood cockpit, boom & mast. Fully galley, sink & stove. Excellent sails, race ready or cruise. 5 hp Johnson. Recaulked & refastened, new keel bolts. Clean, well-kept & in excellent condition. \$7,000. (415) 333-2967.		CUSTOM BUILT FOR SINGLEHANDED TRANSPAC Moore 24 has 10 sails, windvane, outboard motor, trailer with surge brakes, recent survey. Excellent condition. Make offer. Call Don (415) 854-0544.
30-FT MOD H-28 KETCH Excellent boat through-out. Has a new dsl BMW engine, prop & shaft, dodger, mast steps, just about everything a cruising sailor needs plus excellent liveaboard layout. \$18,500. 2 boat owner forces quick sale. (805) 984-0865.		PIER 39 PARTNERSHIP 1/4 share in 36-ft center cockpit sailboat and slip for sale. Boat occasionally chartered so offers tax advantages. Selling my equity for \$6,000. Monthly payment of \$400 covers all expenses. 687-5238 evenings for details.
CATALINA 27 MAINSAIL FOR SALE Factory main in good condition, 2 reef points, flattening reef, Cunningham, shelf foot, leech line. \$400. (415) 522-8987 after 6 p.m.	SEA OF CORTEZ — APRIL 18-26 We're looking for two to four people to share a week charter in the Sea of Cortez out of La Paz. Approximate cost will be \$1,000 per person for everything including air transportation. (408) 253-3760.	MUST SELL — CHEOY LEE OFFSHORE 47 KETCH Great cruising/charter boat. Fiberglass 1972, Westerbeke diesel, 1bw hours, hot/cold pressure water, 2 heads/showers, 55 gal. diesel, 110 gal. water, new prop shaft 5/86, pilot, VHF, Loran, stereo. Wind/speed instruments, Fath., RDF, electric refrigeration, electric windlass, sail covers, batteries, transmission, new 1984/85. Much, much more. 3 headsails, main & mizzen, Barlow winches. 2 boat owner. \$50,000 below market value for quick sale. Owner, \$89,500. (714) 642-5174.
RANGER 26 Immaculate in & out. Loaded & ready for Bay or ocean sailing. Double lifelines. New winches, VHF, knotmeter, ds, bottom, sail cover in May 1986. Never raced. Tall rig. Call for spec sheet. Matthew Cahn, (415) 929-1348. \$13,000.	HANS CHRISTIAN 38 — \$81,000 Beautiful, well-equipped yacht ready for liveaboard or cruising. Biggest bargain in Bay Area/qualifies as second residence for tax purposes. Call (415) 879-0579 eves/weekends.	
C&C 25 — 1974 Top-quality, top condition, rigged to race, cruise or singlehand. Complete sail inventory, full instrumentation with VHF. Dependable 10 hp Honda outboard. Many extras. Owner has moved east. \$12K or B.O. Call 388-2537 or 435-9156.	USED SAILS Folkboat: 1 main, 2 jibs, fair condition. Snipe class mains, 2 each, good condition. Small storm jib, good condition. Make offer on one or all. Call Leonard at 324-8928.	FORCE 5 Almost new condition. \$1,000. (Cartops, but trailer available: \$100.) Similar to Laser. Jane 441-5970.
ATTENTION OFFSHORE CRUISERS Don't miss the Mahina booth at the In-The-Water Boat Show at Mariner Square in Alameda. Learn about our exciting trips and seminars. Save money on charts, books, gear. Mahina Cruising Services, Box 850, Friday Harbor, WA 98250. (206) 378-2393.	HANDS-ON INSTRUCTIONAL CRUISES Enjoy learning heavy weather sailing, anchoring, navigation, spinnakers & cruising skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored 3-5 day liveaboard instruction cruise in Santa Barbara's offshore islands. Brochure. PYZEL NAVIGATION & CRUISING, P.O. Box 4217, Santa Barbara, CA 93140-4217 (805) 969-4195.	
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<p>COLUMBIA 26 MKII Excellent Bay sailor. Sleeps 5, 2-burner stove. New 7½ o.b. Has compass, VHF radio, lifelines, etc. Excellent Berkeley berth. \$9,000. Call (415) 284-7547.</p>	<p>ISLANDER 30 MKII Exc. cond. Good racer/cruiser. Delta rigged. New sails, covers and bottom. Shore power, spinnaker, stereo, feathering prop, pressure water, refrigeration, depthsounder, km. Many features. Priced to sell. \$26K. Bob Brown, Stockton, (209) 477-8201.</p>	<p>.5 OZ. SPINNAKER Radial head, l = 38'; foot 22'; \$300. For rent: Avon 4-man, cannister, current certification. (415) 530-9409.</p>
<p>CAL 2-29 Excellent condition. 1974 Cal 2-29. New rigging, new diesel, bottom painted in Jan. Windvane, Loran, knotmeter, log and Fathometer. 3 jibs. Asking \$26,500. (707) 224-2884.</p>	<p>LANDFALL 39 PILOTHOUSE CUTTER Incredibly equipped, with \$28,000 refit in 1985 in preparation for Alaskan cruise. Since returning she is for sale to a discriminating buyer looking for an incredible liveaboard or cruising boat. Sleeps 6 in 3 cabins, workshop, 5 sails, Dickensen diesel stove, 3 dinghys, Avon cannister raft, excellent ground tackle, radar, Loran, hydraulic autopilot with remote & auxiliary, 2 ds with cockpit repeater, wind instruments, VHF, CB, digital stereo with equalizer, refrigeration, TDX, separate shower, 110v inverter, teak interior, teak decks, multiple custom skylights, 70 hp diesel, crab and shrimp pots and far too much more to list. Perfect for an incredible dream and ready to leave tomorrow. Offered at \$77,000. (415) 635-5168.</p>	<p>LUGERBOAT SOUTHWIND 21 Stable & functional. F/g hull, torpedo keel, Evinrude o.b., 7 sails, head, stove, solar, etc., etc. Fully loaded & ready to cruise Bay. Sleeps 4. Oakland estuary docking available at \$40/month. Free lessons available. \$3,000. 536-5242.</p>
<p>C&C 27 New dsl engine, jib, cushions, sails beautifully. \$18,500. Also N. Atlantic sailing directions, cost \$225, sell \$150. Call Donald, (408) 867-3156.</p>	<p>PEARSON 28 — PRICE REDUCED F/g sloop, Atomic 4 and in mint condition. Ideal for racing, cruising or family outing. Sails, VHF, compass, knotmeter, depthfinder, etc. Rigged for singlehand sailing. \$22,500. Must see to appreciate. (415) 254-5018. Ask for Lou.</p>	<p>NEWPORT 30 PARTNERSHIP One or more partners wanted for 1977 Newport 30 Ph. II berthed in S.F. Bay. Full equipment for cruising incl. self-tending jib, wheel steering, fore & aft anchors, refrigeration and more. Excellent condition. Call (415) 493-4619.</p>
<p>1974 NEWPORT 27 Raised deck sloop. Seriously for sale or will trade down. Priced reduced to \$13,000 for this extremely roomy, yet fast and stable cruiser with liveaboard room. Inboard Atomic 4, 3 headsails, Bimini awning, full instrumentation, shore power, new interior, excellent condition. Will sell outright or trade down for smaller boat plus cash. Will consider late model auto or truck as part trade. Loch Lomond berth. Work (707) 585-8700; home (707) 875-2624.</p>	<p>EL TORO Excellent training boat. Older fiberglass model with wooden spars, rudder and daggerboard. Two sails, one a brand-new Leading Edge used only a few times. \$325 or offer. (415) 820-5954.</p>	<p>HANS CHRISTIAN 38-FT MKII SAILBOAT Custom built & equipped to highest safety, comfort and performance standards. All upgraded sub systems. Outfitted for extensive cruising, rigged for man/wife crew. Extensive teak and marble, bristol condition. Raytheon VHF & Loran, Datamarine wind/speed/log system, 1000' Fath. Woodburning fireplace, Avon, EPIRB, RDF, 50 hp diesel w/320 hrs. Oversized Barient winches and dual CQR ground tackle. Being relocated, must sacrifice. \$106,000. Reduced from \$115,000. (415) 427-4656.</p>
<p>\$ CRUISERS — SAVE MONEY \$ 25% or more savings on anchor & windlass. Simpson Lawrence 9555: \$600. Still in box. CQR 45-lbs anchor: \$240. Never used. Jim (415) 573-6693.</p>	<p>CATALINA 30 1981. Furling, cabin heater, h/c pressure water, diesel, wheel, new drifter, much more. Great shape. \$35,000. (408) 247-9324.</p>	<p>HEADING NORTH? Trade diesel stove, charts to Glacier Bay, etc., for kerosene stove w/oven and charts to Baja, etc. Call (415) 435-3831 anytime.</p>
<p>ISLANDER 30 MKII One of the most popular and largest fleets on the Bay. This 1976 is loaded. Nine winches, wheel, four sails, depthfinder, radio, knotmeter, compass, diesel, and all in new or excellent shape. Reduced to \$24,000. (415) 820-5954.</p>	<p>REAL STEAL 26-FT LUGER FIBERGLASS SAILBOAT Swing keel with Holsclaw trailer, sails included. Could use interior work. Must see to appreciate. On trailer in San Francisco. \$3,000 or best offer. Call Ben (415) 695-0786.</p>	<p>ISLANDER 28 1981. Yanmar diesel engine, 110% jib, 130% mylar, spinnaker, knotmeter, depthsounder, VHF, dual battery system, teak interior, excellent condition. Active one-design class. \$31,000. (415) 825-0341 evenings.</p>
<p>1985 FOLKBOAT \$8,000 Mahogany Lapstrake classic Danish proven design. Best in show at any anchorage, equipped for Bay, offshore, self-bail cockpit, windvane, o.b., RDF, 3 anchors, safety gear, more. Marin berth. Consider car in part trade. (707) 857-3868.</p>	<p>REDUCEO FOR QUICK SALE!! Cal 28. Great boat. Starting new business and no time for sailing. I must sell my boat. Appraised in 1984 before brand new Atomic 4, new electronics, new fittings, new chrome, get the picture? for \$8,500. First \$9,995 sails her away cheap! Don't sit on this one. Dave Autrey (415) 686-1820.</p>	<p>RANGER 23 Mylar class jib & 150 genoa. Brand new & unused. \$850 the pair. (415) 479-0298 days; (415) 332-1054 evenings.</p>
<p>ERICSON 30 1968. Original owner, strong handlaid f/g, beautiful mahogany interior, lots of gear including dinghy, rebuilt Albin, new rigging, etc. Very well maintained, a real gem and a rare find. Excellent condition. \$25,000. Submit all offers. (415) 843-5227.</p>	<p>CLIPPER MARINE 26 Crelock design. Pop-top, swing keel, tandem trailer, Honda 7.5, 3 sails, plus extras worth \$1,500. Stable, great sailing Bay boat and gunkholer cruiser (San Juans w/5 aboard, Lake Powell, Tahoe, etc.) Top condition. \$5,950. (415) 948-3010.</p>	<p>COLUMBIA 21 — 1968 Fiberglass sloop, heavy day sailor with trailer. New LPU on spars. \$4,800 or best offer. Eves. (415) 865-5047.</p>
<p>ISLANDER 30 II Set up for Bay & Delta cruising. Includes radio, depth, knot, pedestal steering, 5 winches, dodger, 150, spinnaker plus working sails. Dinette interior, cockpit cushions, and sun shade. Coyote Pt. berth. \$22,500. Eves. 948-6935; days 365-0412.</p>	<p>SANTANA 20 Excellent condition and ready for 1987 season. New bottom paint, knotmeter and cushions. 2 sets of sails, including spinnaker. Trailer & 1-year-old 6 hp long shaft o.b. included. Must sell. \$6,500/OBO. (415) 924-7352.</p>	<p>SATNAV N.C.S. SatNav. One of the most dependable units on the market. Includes remote display unit. Under warranty. Cost \$4,200. Sell for \$750 or best offer. (415) 522-9789 evenings & weekends.</p>
<p>A HOME ON THE WATER 35-ft houseboat, sunny decks, sunset views, perfect weekend retreat or liveaboard for couple or single, Peninsula Marina, full galley & head, low maintenance, 250 hp Chrysler engine, Volvo outdrive. \$29,995. Call Ingrid (415) 594-1190.</p>	<p>CLIPPER MARINE 26 Crelock design. Pop-top, swing keel, tandem trailer, Honda 7.5, 3 sails, plus extras worth \$1,500. Stable, great sailing Bay boat and gunkholer cruiser (San Juans w/5 aboard, Lake Powell, Tahoe, etc.) Top condition. \$5,950. (415) 948-3010.</p>	<p>FOR SALE 1979 O'Day 30, clean, depthsounder, knotmeter, Yanmar diesel, new bottom paint and head. \$37,500 or B.O. Call Chris at 331-2928.</p>
<p>CAL 20 Great first Bay boat, very forgiving. She comes with 3 sets of sails, spinnaker, and reliable 7½ hp Evinrude. Many years of fun left in this boat and she's pretty clean. Asking \$3,250. Mark, days (415) 655-5111; home (415) 934-7087.</p>	<p>SANTANA 20 Excellent condition and ready for 1987 season. New bottom paint, knotmeter and cushions. 2 sets of sails, including spinnaker. Trailer & 1-year-old 6 hp long shaft o.b. included. Must sell. \$6,500/OBO. (415) 924-7352.</p>	<p>CATALINA 27 1973. Excellent shape. 10 hp o.b. w/electric start, just overhauled. Horizon knotmeter. Horizon depthsounder. 3 sails. Ground tackle. Cockpit cushions. Traditional interior. New galley, batteries, wiring. Marina Bay berth. Must sell. \$11,000 or B.O. (408) 448-1853.</p>
<p>ROSE MARINE SERVICE Installations, repairs and problem solving for all onboard systems: Electrical — Mechanical — Hydraulic DEAN A. CARMINE, U.S.C.G., Licensed Chief Engineer (415) 435-3831 Tiburon</p>	<p>INNOVATIVE MARINE INTERIORS Found a deal on the almost perfect boat? We can help make it exactly as you'd like. Work aboard spaces a specialty (office, studio, workshop, darkroom, etc.) Free 1-hour consultation through April! Seabright Associates (415) 234-5527.</p>	<p>USED SAILS FOR SAIL Genoas, jibs, mains, spinnakers, covers. Call with your dimensions. (415) 332-4104.</p>
<p>HOOD HAS GONE UNDER COVER We now make sail covers, hatch covers, winch covers, leather spreader boots, turn buckle covers and bosuns chairs. If it's on the boat, we've got it covered. HOOD SAILMAKERS, 466 Coloma St., Sausalito, CA 94965. (415) 332-4104.</p>	<p>ISLANDER 36 — USED SAILS FOR SALE Islander 36 150%, 43.8x42.65x22.65x21.9, 3.8 oz: \$477; 130%, 43.5x40.5x20.25x18.8, 6.5 oz: \$430; 110% 42.4x37.4x18.2x16.25, 8 oz: \$391; all in good condition. (415) 332-4104.</p>	<p>THE JOURNEYMAN • Painting & Refinishing • Gel Coat/Blister Repair • Fiberglass Repair & Fabrication • Marine Wiring • Prop and Shaft Work • Mechanical Repairs • Interior Design & Repair • Maintenance Contracts The comprehensive yacht service at a substantial savings (415) 461-5487</p>

PIER 39 SLIP FOR SALE Excellent location, Slip C-56 36 ft. \$34,500. 236-8409	CAL 2-27 Great buy! Always in fresh water. North sails, very nicely rigged, epoxied spars, teak interior. O.b. engine (but st-up from fact. for inboard inst.). This is a qual. boat in like new cond. \$18,900. (916) 933-5795	FLYING JUNIOR Built in Holland by Doesburg. Natural finished cold-molded wood with double-bottom. Concours restoration. Definitely a boat you'll be proud to own. With trailer. Best offer over \$2,000. Call for apt. to see. 632-7461 or 522-0679 eves & weekends.
53-FT EOSON SCHOONER CUTTER Brightstar was originally built in 1935. She is currently being completely rebuilt to the highest standards at the best boatyard of its kind in the Bay Area. Brightstar has been totally gutted, had all the floor timbers and keelbolts replaced, 68 frames replaced (not sistered), 1/3 of the planks replaced, new deck, new house, new cockpit, new standing and running rigging, new tanks, new electronics. Buy now, have the interior done to your specs. \$130,000. (415) 233-5441 Jeff.	NEED CHUTE Wanted: Spinnaker for Islander 36. 3/4 oz. pref. Also pole, 6-man liferaft. Ken S. (408) 262-2400 days/(415) 462-6188 eves	HUNTER 30 Ext. clean, well maint. Comf. liveaboard, refer, h/c press. water. Easy single-handed sailor w/jib tender. Yanmar dsl, sails, inst., vhf, safety equip., all exc. cond. Low maint., ready to move in and sail. \$27,900. Mary Sanders (415) 327-4800x302/364-9662
TRADE YOUR BOAT FOR MINE Have new Pacific Seacraft Dana. Current retail \$50M. Will trade for yours, worth up to \$20M. Will finance balance for below market rate. Eve. (415) 376-3181	KNARR One-third interest available for experienced sailor. San Francisco Marina berth. Excellent sails and new motor. Opportunity as racing crew available, if desired. \$3,666. Call 397-0924 evenings and weekends.	LIDO 14 2 jibs, main, Harken cleats & blocks. New standing rigging, tiller & rudder. Full cover & spares. Trlr w/spare tire. Good cond. \$1500/OBO. (415) 365-8754 eves
CATALINA 27 Custom Dodger, inb. dsl, Sausalito berth. main, 2 jibs (170, 110), VHF, alc. stove, depth snr, knotmeter, full cockpit cushions, horseshoe life preserver, life ring, 7 life pres., flare gun, owner desperate, must sell. Exc. cond. (415) 332-7245.	FAMILY SLOOP 1983 Holder/Hobie 17 DS weekender. Trailer, motormount, bow & stern pulpits, stanchions & lifelines, 2 mains, working jib & 150 genoa. Great boat for Bay & lake sailing. \$3,995 firm. (415) 595-4837 eves; 591-8011 days	1986 PEARSON 28 Bristol cond; many extras; fully equipped; main, 110, 90 jibs; dsl; custom dodger, cushions; dual batt., chrrg; Datamarine wind machine; Stowe log/km/depth; stereo; vhf, press. h/c water; shower; exc. boat; trading up. \$55,000. (415) 331-8366
BEAR BOAT 35 One of the finest & most well equipped Bears on the bay. Rigged for cruising. 2 mains, 2 jibs, genoa, spin., boat cover, boom tent, dodger, full galley, plus many extras. Asking \$8,000. (415) 461-5451	CREW AVAILABLE Two women engineers looking to get away from it all. Avail. to crew frm West Coast to Hawaii or Sou.Pac., in the fall. We're newly exp. sailors (leisure and racing), easy-going and hard-working. Maren and Jeanne. (415) 285-0828	CLUB NAUTIQUE SAILING CLUB FAMILY LIFE MEMBERSHIP Enjoy being a member of one of the finest sailing clubs on the Bay. Membership entitles two adults and two children to free instruction - basic to blue water - free use of the training fleet, 25% charter discount, extensive club activities and more! I have purchased a boat and am anxious to sell the membership. Normal membership cost is \$2495. I am asking \$1500. All reasonable offers will be considered. (415) 769-6768 Terry.
PEARSON ELECTRA 22½ ft, good condition, fully equipped with radio, motor, galley, and head. Sleeps 2-4. Trailerable. \$2400. Call Wayne, (415) 572-7633 (work), (408) 730-1430 (home)	CRUISING KNARR No. 104, w/longer cabin. Exc. cond. Real perf. boat w/cruising int. Sleeps 4. 30'4" x7'x4'3". Norway blt, '59. Mah. on oak. Knotmeter, deptsndr, 6 Barients, full cover, head, spinnaker. '83 mast, rigging, 7½HP Evinrude. \$10,500. (415) 641-4421	ILLNESS FORCES SALE! Sun 27 Sloop; Robert Perry design. Fast, roomy, beautiful, dry sailor upwind. Large cockpit, roomy cabin, 6' headroom, 7 knots under power. Choice Oakland berth avail. May trade for R.E. Seller may carry contract. (707) 554-4681
SHIPMATE STOVE Gimbeled stnl steel, kero., 2 burner, w/oven, filter sys., fuel tank. Very gd. cond., new burners, w-20", d-16", h-21". Also: coll. of antique access. - two binacals, running lights & 20 parachute flares. (415) 331-7831 eves.	HANS CHRISTIAN 38 MKII Cruising sailboat-liveaboard. Once in a lifetime buy for a qual. world class boat. Int. wood-excellent. Ext.-nice. Loran, autopilot, windvane, refer, Avon, dodger, microwave, windlass, etc. \$79,500/OBO (415) 788-6037	WANTED Honda generator, wind/water generator, single-sideband radio, diving air compressor, lightweight drifter/reacher sail with 44-ft luff, propane stove, chart kits for Mexico Day or evening (707) 557-0578
"BACKSTONE" 60' Hartog design motor sailor. Built by Gullbert Co., 1974. Ferrocement construction. Pilothouse aft, w/liv. qrtrs., in knotty pine, head, shower, king size berth & storage, galley in upper wheel house, pressure hot and cold water, 75 gals., hydraulic steering, dual opposed cyl. Wagner master lcom M30, 671 GMC 1½x1, 400 gals. fuel, 4 8D batteries, workshop & berth forward, Atlas lathe w/6" swing, metal cutting bandsaw, ½ drill press, 6KW Lincoln weld & power, new sails by Sutter. 65K or BO. (415) 237-4840 eves.	CAL 20 "MORGAN" Hull No. 464. New sails. Johnson 4HP. Good racer. Has extras, but needs work. \$4,000. 236-9059	FIBERGLASS LINKED TO CANCER (NYTimes 3/15/87) Be safe. Own a wood boat. LAPWORTH 36 Hull No. 8 avail. now. Documented. Cruise/liveaboard. Top shape. Well equipped. Full cover. Great value for knowledgeable sailor. \$25K. Owner. (415) 237-8384
FOLKBOT 1957 25 ft Nordic folkboat. Exc. cond., well maintained, very sound & tight. Lapstrake hull. Redwood City slip. Seagull o.b. \$7200/OBO. (415) 321-9419 or (415) 361-1281	CHEOY LEE OFFSHORE KETCH 31' '70 fiberglass w/teak decks. Great full keel, solid ocean boat, dsl, new lines, 2 anchors, head, 2 burner alc. stove. Newly painted, freeboard, VHF, Marine AM/FM cas. stereo, clean. \$25,000 (707) 746-0215, leave mess.	NOR'SEA 27 Trailerable cruising sloop. Recent trip to Hawaii, ready to go again. All the best equip., Magnavox 4102 satnav, Avon Redcrest, EPIRB, ADF, VHF, AM/FM stereo cass., shore power, phone hookups, more! Delivery poss. (805) 543-9416.
BOAT LETTERING BEAUTIFUL, LONG LASTING & REASONABLY PRICED CALL FOR OUR CONVENIENT ORDER FORM (415) 552-2441	MERIT 25 - \$16,500 Fast 1983 racer/cruiser, 100, 120, 150, spinnaker, Evinrude o.b., vhf, km, ds, compass, autohelm, head. Active one-design fleet. See in water in San Leandro. Call (415) 866-1063	RANGER 30 '77 sloop in good condition, 7 sails including spinnaker, vhf, Signet cockpit gauges, Univ. dsl, batt. chrgr, sleeps 6, a fun boat for the Bay. \$26,000. Call Hans (916) 753-6121 eves.
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<p>WANTED Journeyman marine diesel mechanic. Experienced with Yanmar, Perkins, Universal, Westerbeke preferred. (415) 232-5800</p>	<p>ERICSON 27 OWNERS There is a one-design fleet in the Bay. Cruising-racing-partying. We want to meet you. For more information, call Rosalee Lewis (408) 736-5940 or write to E-27 Fleet One, 730 Liverpool Way, Sunnyvale, CA 94087.</p>	<p>YANKEE 30 BEAUTIFUL CONDITION The yacht /one, S&S designed f/g cruising-racing sloop, 5 year South Pacific veteran, fully cruise equipped. 9 bags sails, 5 anchors, Lewmar winches, 3 compasses, Avon Inflatable, depth-sounder, knotmeter. \$31,000. 234-3399.</p>
<p>SEAMSTRESS WANTED East 8ay sail loft needs a seamstress for sail repairs and canvas. Experience preferred. (415) 533-8987</p>	<p>NEWPORT 30 II Mull designed race/cruiser in strong social and competitive fleet. Clean, roomy boat, well cared for, is equipped with spinnakers, autopilot, CNG stove and much more. \$30,000/8.0. Call (415) 387-9864.</p>	<p>BEAR BOAT NO. 13 Classic wooden sailboat with natural varnished hull. Main, 2 jibs, spinnaker, 2 anchors, Evinrude 5. Sound condition. \$4,500 or best offer. Redwood City berth. Must sell. Frank at (415) 726-4799</p>
<p>37 FT SEARUNNER 27K CASH Leaving area, must sacrifice 1985 Searunner trimaran. Without doubt one of the most proven multihull designs afloat — discover what Tristan Jones (currently circumnavigating in Outward Leg) and others have said about swifter passages, shallow draft, unsinkability, and minimal fueling! Yanmar diesel with under 100 hours, Martec folding prop, new oversized rigging, 2 Bruce and 1 Danforth anchors, Vetus windlass, standard vhf and depthsounder, 12V-110V inverter, much more. Demo sails graciously given. Serious inquiries only. (408) 646-9414</p>	<p>CATALINA 27 1979, Atomic 4, very good cond. Kept in fresh water. Well equipped with vhf radio - ws, wp, knot & depth gauges. 110, 150 & spinnaker. Many upgrades. \$15,500. (916) 972-1795</p>	<p>INTERNATIONAL FOLKBOAT 26 ft full keel Swedish built sloop. Hand layed-up F/G hull & deck. 4 headsails, incl. racing spinnaker. Km, ds, vhf, dodger, delta canvas, lifelines & pulpits, much more. Beautiful teak interior, new cushions. Strong, friendly class association. Sailing lessons if desired. For photo/info: (707) 996-1954. 8 bargain at \$12,750.</p>
<p>MAYA NO. 9 23' double planked ocean racer well restored. Honda 7.5HP w/alt. Four good sails. New stainless rigging, bow and stern pulpits, head, elec. and hand bilge pumps, vhf, Brisbane berth. Bill, (408) 867-3016 days; (408) 867-3620 eves.</p>	<p>BEST BUY FOR THE MONEY! Roomy and comfortable Bristol 29.9. Dsl, wheel, autopilot, knot/log, ds, cruising spinn. w/sock, dodger, new bottom paint. 35K - trades and offers considered. (415) 657-7502 days; (415) 490-3011 eves</p>	<p>BERTH TO LET Corte Madera Creek near Ferry Terminal. Fair winds and easy Bay access. Dredged slip behind our house on Greenbrae Boardwalk. No liveboards. \$90 per month. 461-3592.</p>
<p>SSB Hull model 922, SS8 radio telephone 150 watts w/antenna. Also have Yamaha 500 motorcycle. Want to trade one or both for inflatable Avon or other brand with O8. Steve Kyle. (707) 776-6300 days; (707) 838-5955 eves</p>	<p>YAMAHA 33 Excellent 1979 model with 8 Lewmar winches, mainsail w/3 reefs, storm jib, 110+ and 150+ genoas, and 3/4 oz. spinnaker. Depth snr, Horizon vhf. Hauled 1/87, eng. rebuilt 9/86. \$36K (408) 266-0262</p>	<p>SAILING INSTRUCTORS WANTED Must have extensive experience, outstanding seamanship and communication skills. The 8ay Area's most highly rated and busiest sailing school offers qualified instructors good wages, varied schedules, boat use privileges and excellent support/training. Call Dan at Olympic Circle. (415) 843-4200</p>
<p>CAL 27 \$12,900 8est boat buy on the 8ay. Equipped with everything you need to cruise or race. 6 sails, new engine, vhf, knotmeter, twin headfoil, galley, etc. 8uy this boat and avoid paying a 10+ commission for a brokerage boat. Call Bill (916) 758-1754</p>	<p>CLASSIC SAILING SHIP - 104' KETCH Well, maint., sea-kindly world-cruiser. 2 wood fireplaces, 12 rooms, 3,000 sq. ft. sail. Fun liveaboard, great party ship, all teak decks. Loaded with extra gear. Skandia dsl eng. For sale by owner. Asking \$200,000. (415) 331-2044 for details.</p>	<p>SANTANA 35 Race ready. New rig, '84, new mylar headsails, 3 chutes, standard instr., radio & new Loran. Well maint. \$49,900. Days/Les (916) 441-7243; Larry (415) 848-3600; Eves. 524-4198</p>
<p>22' TREASURE ISLAND Stiff & sound 8ay classic. Good sails, incl. spinnaker gear. Upwind Berkeley berth. \$1,500. 268-9198</p>	<p>OLSON 30 The classic ultralight. Speed and precision. New bottom job. New motor Datamarine electronics. Never raced. Bristol. \$21,000 (415) 363-6313</p>	<p>1977 MORGAN OUTISLAND 41 KETCH Beaut. cust. paint, vhf, ssb, depth chart rec., radar, autopilot, Perkins dsl, windlass, fridge, a/c, cust. interior, aft cabin, circular dining, 2 heads w/showers, fiberglass sailing dinghy. By Owner - \$84,500. (415) 459-7946</p>
<p>CANVAS MAN 18 yrs. exp. Currently emp. Seeks position in high volume canvas shop. No hourly wage. Percentage of work done pref. Can make anything. Write to: P.O. Box 2772, Redwood City, CA 94064</p>	<p>CHEOY LEE 31 — \$19,500 67, ketch rig, f/g hull, teak decks, trim & int. New genoa & cruising spinn., Barient self tailers, ds, vhf, Bruce & Danforth anchors, custom 3/4 boat cover. Many extras, good shape. Joel — (415) 433-3244</p>	<p>SANTANA 22 With trlr. Great Bay boat. Race or cruise equipped. Large sail inventory inc. spinn., blooper, drifter, 150 genoa, 3 jibs and 2 mains. New stainless steel rigging, chainplates & keelbolts. 6HP, o.b. Many extras. Lessons avail. \$5,000. (415) 759-5363</p>
<p>BRISTOL CHANNEL CUTTER Bluewater cruiser, inc. 6 sails (2 roller-furling), autopilot, windvane, Bukh dsl, knotmeter, log, depthsounder, vhf & ham radios, dodger, fg dinghy & inf. safety gear (EPIRB), windlass & 4 anchors. \$56,000. Richard (808) 621-7392</p>	<p>24' WOODEN SLOOP - \$2000 Exc. Bay boat. Sleeps 2. Has raced Master Mariners '84-'85. Very fast. Recent haulout, good cond. Seagull o.b. Safety equip. and many extras. All ready for summer sailing. Trades or offers considered. (415) 332-5478 days; (415) 787-2771 eves.</p>	<p>SAILBOAT CHRYSLER 26-FT A-1 cond. Very comfortable, 6'hdrm. Sleeps 6. Enclosed head. Galley: sink, icebox, a/c, stove, Shore water, elctctz. connection. Full length shallow & swing keel. 7½ Evinrude. Lts., running lts., curtains, anchor. Saus. berth \$9,000/8.0. 383-3268</p>
<p>MACGREGOR 25'</p>	<p>1984 super clean with trlr. 3 sails, SS boarding ladder & galley. 7.5 Honda. This boat is like new. Used in fresh water only; but hardly ever used then. \$7,000. (916) 484-0232; (916) 486-0589</p>	<p>30' BURNS FARALLONE FULL KEEL CRUISING SLOOP</p>
<p>ACUPUNCTURE Life-long sailor certified in traditional Chinese Medicine uses Acupuncture (disposable needles), herbs and massage to effectively treat back pain, sports injuries, headaches, insomnia, colds, smoking & many conditions. Initial consultation free. Joseph Odorn C.A., 312 Laurel Ave., San Anselmo. (415) 258-9551.</p>	<p>Custom deck, house, and interior. 7/8 rig bronze ports, winches, windlass, roller, 2 compasses, 35lb CAR, 150'BBB, 250' 5/8 nylon, Tillermaster. All new upholstery. Asking \$29,500. 465-8439 evenings</p>	<p>PASS THE COAST GUARD EXAM We Make It Easy Classes held nationwide Call NOW for next class in your area SEASCHOOL THE LEARN SCHOOL OF THE SEA TOLL FREE 1-800-237-8663</p>
<p>YACHT DELIVERY CAPT. RON IULIANO CAPT. JIM DEMSKE U.S. COAST GUARD LICENSED</p>	<p>(415) 331-3828 5 Sausalito Blvd. Sausalito, CA 94965 Since 1969</p>	<p>NEED YOUR BOTTOM CLEANED? call wilson water works (415) 753-8040</p>
<p>TRINELLA 29 CRUISING SLOOP Built in Holland of FG, teak decks, mahogany house. Loaded with electronics, 5 sails inc. roller furling. Spotless. \$23,500. (805) 962-8195 — Seacoast Yacht Sales</p>	<p>HELP WANTED Person needed, part time. Boat knowledge and office experience necessary. Typing, phones, store inventory. Flexible hours weekly, Saturdays a must. (415) 626-3275</p>	

RANGER (MULL) 22 2 mains, 5 jibs, spinnaker, Pulpits & lifelines. Barent winches. 6 hp Johnson o.b. Anchor/chain & rode. Battery, VHF, ds. Loaded!! Many extras! New bottom paint. Richmond berth, \$8,500. (415) 663-1500 eves.	31-FT STEEL MASTHEAD SLOOP 1971 Dutch-built, well-maintained, ocean-going, hard chine, all steel, 9' beam, 4½' draft, 6'1" headroom, teak cockpit, sleeps 2, Volvo diesel, ground tackle, 7 sails, dodger, Sausalito berth, bargain \$25,000. (415) 453-0221 eves; 332-3780 days.	36-FT ISLANDER Partnership? No way! That's what we thought; now realize it's the perfect ownership scheme. 4 biz execs. have owned this sloop since '79. One transferred. Compatible partners looking for 4th. New dsl. Call Nick days 674-4600; eves 376-3233.
ZAP — 26 Bruce King's light displacement design. Very quick & can be sailed to rating (very important!). Lots of sails (12 bags), gear & silver! New business forces sacrifice at \$12,000. Wk: (415) 686-0972; Hm: (707) 745-3288.	J/29 Join one of the most active fleets on the Bay in time for the 1987 season. Fully race equipped, 9 sails, full interior, 10HP OMC o.b. Exc. cond. \$32,000. (415) 321-4074	O'DAY RHODES 19 Exc. cond., new brite work, fixed keel, pos. flotation, 3 sails, Seagull O/M, galvanized trailer. Fully equipped to race or day sail, plus extras. \$2,300/OBO. (415) 948-3556 days; 941-3846 eves.
RANGER 23 Desperate owner will sacrifice perfectly good Ranger 23. All offers considered. (415) 897-8679.	CATALINA 27 1979. Well equipped, in exc. cond. W/Atomic 4, spinn., 3 jibs, knotmeter, depthsounder, vhf, autopilot, Martec prop, rigged for safe, easy singlehanded. Coyote Point berth. Make offer. (415) 854-5059	PALMER JOHNSON If you've been around boats, you probably know about Palmer Johnson. If you like to sail, you'll love PJ. She's a high quality, clean, no-nonsense, functional 30-foot sloop. Light, airy interior; flush, balsa-cored deck; dependable Volvo diesel; tiller; skeg-hung rudder; keel-stepped Proctor mast; lots of hardware and instruments; eight Lewmar winches; spinnaker gear; and 10 bags of sails. PJ is a strong, unique sailboat in top condition. \$31,500. (408) 289-9751 eves.
POPULAR ERICSON 35 1977 dsl, Bruce King design, orig. owner. Wheel steering w/brake and 5" compass. Surveyed and new bottom paint last month. New stainless 2-spd self-tailing winches. Ready for opening day! Priced to sell at \$39,000. (408) 371-7265	BRISTOL 35.5 1981. Great condition. Professionally maintained. Berkeley berth — must see. Asking \$58,000. Judy — (415) 354-4154 days; (408) 286-5363 home	
SANTANA 22 GUSTY Active One Design Fleet 6HP, good sails, San Francisco berth \$7,500 (415) 921-1646	25 FT. SLOOP 1979 Seidelmann. 8HP dsl, anodized mast, int. halyards, main & jib. Nice interior. \$16,900. Call after 5 p.m. (408) 297-9359. Ask for Ernie	CAL 34 \$26,900 4 sails, 2 anchors, 2 preventers, 2 spd winches, backstay adj., tiller adj., whiskerpole, dodger, fatho, knotlog, 110 & 12V lights, am/fm cassette, bat. chrgr, spare parts, new uphols. Windvane available. (415) 284-4124 days; (707) 644-6178 eves.
SCHOONER 45' on deck, 65 o.a., 13'6" beam, gaff rig, ferro hull and deck. Wood stove, fathometer, vhf, good sails, cruised Mexico-Costa Rica. Good liveaboard. \$29,000. (415) 285-4530	1978 CAL 34 III Dsl, wheel, club jib - 90, 10, 150, furling, 2 anchors, km, ds, compass, refrig, vhf, df, stereo, dodger, autopilot, much more. \$42K (209) 229-5685 eves.	30' TRIMARAN Full inventory sails. Many extras. Priced to sell. (209) 982-5752 after 6 p.m.
28FT HERRESHOFF ROZINANTE KETCH Cedar on oak, teak house and cockpit, launched 1978, classic beauty and sparkling performance, needs interior & cosmetic work. 12,900. (209) 477-8607	VEGA 27 Set up for Bay and Delta cruising, she is equipped with 8 sails, inc. club ft. jib, jiffy reef, km, ds, vhf, 12HP i.b., and much more. Nice wood int. Sleeps 4, galley & head. Pt. Richmond berth. (707) 431-8133 eves.	42 FT PEARSON, 1981 KETCH Immaculate condition. Well-equipped. Exc. layout for cruiser/liveaboard. Abundant storage, 6'4" headroom, sep. shower. Westerbeke 58HP diesel (500 hrs.). Light, airy and comfortable interior. Orig. owner, never in charter service. Berkeley berth. (408) 274-5784
CATALINA 22 - NEW DESIGN 1986 swing keel, trailer, North sails, motor, and many options. Used only a few times. Stored on trailer - no blisters. (916) 891-8736 (Lee); 894-0328 (Steve)	VEGA 27 1974. Full keel fiberglass performance cruiser. Volvo Penta dsl, 6 sails, knot, ds, vhf, compass, log, windpoint, RDF, 2 anchors, kerosene stove & heater plus lots more. \$18,000/OBO (415) 372-0610	
24' YANKEE DOLPHIN Exc. boat for Bay or Delta, recent new sails 1985; 7.5HP Evinrude ('83); vhf, depthsounder, Signet knot/log, etc. A very reas. slip is avail., in Alameda. \$11,000/OBO. (408) 925-5921 days; (408) 972-8565 eves. Jerry.	KNARR PARTNERSHIP Three gay women seek 4th sister for partnership in beaut. 30' wood hull Knarr. Your cost: approx. \$1200 plus \$50/month, plus 1/4 annual haul out and maint. costs. Berkeley berth. Call 524-7837	COLUMBIA MK-1 AND BOAT GEAR Long keel f/g, 6 sails, 3 anchors; \$8500/OBO Half price on RDF, Ebcu Sextant, strobe, 1x8x10 prop, vhf ant. & 50' wire, sail & mast & rudder for 8' dink, charts SF to VI. P.O. Box 373, Rio Vista, 94571.
14 FT HOBIE CAT Custom rebuilt, set up for cruising. Special jib, new main, all new rigging. Imron paint, tilt trailer w/cargo rack. Used one season. \$1,750/OBO. "We bought an Ericson 23" (415) 851-4092 before 7 p.m.	VENTURE 21 — GREAT DEAL Swing keel sloop comp. with trailer and Johnson 6HP o.b., well-equip w/knotmeter, compass, 5 sails/spin, anchor, porta-potti, new bottom paint, plus other extras. Clean cond. Asking \$3450. Bruce - (415) 254-1488	14 LASER Good condition. Must sell immediately. New Coleman trailer, only used once. \$1000.00 Call (408) 293-6763, pls. lv. mess.
MAGIC BEAR NO. 65 23 ft. 4 season champ. Probably the finest racing or cruising Bear on the Bay. Race ready for the serious winner. Evinrude 6, KM, compass. Alameda slip. \$19,500. Al Webb - (408) 377-5123	1977 ISLANDER 28 7 sails, spinn., brand new main and mylar class jib. Race ready. Dsl, vhf, ds, km, 8 Barients, large active one-design racing and cruising fleet. Exc. Brickyard Cove berth. \$28,000. 284-2335 eves; Jack - 420-3277 days	1940 CLASSIC Restored Lapstrake rowing and sailing launch. 18' cedar on oak, spritsail rig of Egyptian cotton, two rowing stations, 4-10' sweeps - \$2500 (415) 488-4649
1/4 LEASE OF MORGAN 38 One week per month use of a great S.F. Bay boat. A solid blue water cruiser makes an exc. weekender or daysailer. Fully equipped & maintained. An alternative to the high cost of owning. For exp. sailors. \$250/month. (415) 328-2408	23 FT PEARSON ELECTRA 1964 sloop, five sails, new o.b., new dodger and canvas, vhf, compass, am/fm cassette stereo, two anchors. Real sharp boat. \$6,000 (805) 963-7403	FOR SALE Columbia 23 ('74) w/trlr, new custom sails, new Johnson Sailmaster o.b. Cust. int. Orig. shallow keel deepened for better sailing perf. Exc. cond. Ideal mini cruiser. \$5,900. (916) 367-2522, call 7-9 am or eves.

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<p>25-FT TRIMARAN Excellent Bay sailer, VHF, depth, knotmeter, 5 sails & spinnaker + much more. All in very good condition. Divorce sale. \$7,500/offer. (408) 432-0450 weekdays 8-5.</p>	<p>BOAT AND CAR FOR SALE Yankee Dolphin 24-ft sloop. 1962 Mercedes-Benz 190 SL. 80th in exc. cond., always well-maintained and immaculate. \$12,000 each. (415) 461-1578.</p>	<p>1960 WOODEN CLASSIC 35-ft wooden yawl Eldridge & McGinnis design. Great liveaboard/cruiser. Prettiest boat on the Bay. For only \$36,000! Open to creative financing. Call 845-6759.</p>
<p>1982 CATALINA 25 Fixed keel, tall rig, trailer, Evinrude 9.9, 3 jibs, spinnaker, Pop-top, lines lead aft, knotlog, depth, compass, midnight blue hull, light blue & white topsides, extra goodies. This boat always a winner against other Catalina 25s in competition. Cruising vet; singlehanded from Seattle to north side of Vancouver Island and back, great boat! \$15,900. (707) 994-5869.</p>	<p>MUST SELL — CORONADO 25 Race or cruise. Sleeps 5. Has fully equipped galley. Rigged for racing, including spinnaker. Possible upwind Berkeley berth. \$5,500/OBO. (415) 977-7316 days; (415) 945-8036 eves.</p>	<p>HAWAII HOME Big Island, 2 acres, 3 bedroom, 2,000 sq.ft. Detached shop, garden, 3 miles from Pahoa. 50K negotiable terms or possible trade. Gregg (415) 562-9038, call after 6 p.m. leave message.</p>
<p>ONE DAUGHTER OF SEA CAPTAIN Wishes to leave land, reside upon larger boat in a Marin or S.F. harbor. Pay slip fees, sand, varnish, crew. Negotiable. Reside elsewhere when voyaging. As Catering Manager, assist with boat catering. Kathleen (415) 332-0502.</p>	<p>OWNER WILL FINANCE Morgan 27, 1976 (MORC racer/cruiser). North sails, Johnson o.b., Alameda berth. \$18,000. Will consider creative financing. This is an opportunity to lease/purchase a boat if you can't qualify for a conventional "bank loan". (415) 521-1970.</p>	<p>CURE CABIN FEVER Spacious liveaboard w/lots of sails for cruising. Center cockpit sloop. Coronado 35 w/large fore & aft cabins w/6'4" headroom. Pressurized h/c water, shower w/twin tanks. Full galley w/refrig. & freezer, alcohol stove. AC/DC power, VHF/depth. AM/FM stereo, cassette deck. Dsl engine just rebuilt w/50 hrs. Main cabin has 7'0" headroom. 2 hanging lockers. Call 332-2765 or 381-2839. Asking just \$44,500.</p>
<p>EXCALIBUR 26 Older f/g boat is basically sound but needs cosmetic & floorboard work. Relatively new spars & rigging. Dinette interior. Strong class association on the Bay. Could sell for \$10k, but non-profit will sell for \$6K or B.O. Alan at (415) 364-2760.</p>	<p>CAVALIER 39 Quality New Zealand built 39-ft balsa cored fiberglass sloop ideal for cruising the Bay or the world, with Perkins 4-108 diesel, Stove boat and wind speed, wind direction and depth-sounder, binnacle compass, wheel steering, anchor, chain and Nielsen electric windlass, 100 gal. water and diesel, pressure deck wash pump, dodger, h/c pressure water, engine driven freezer and refrigerator, Mariner propane stove, teak and Kauri interior. \$115,000. (415) 582-6422.</p>	<p>TOP LAZY ON THE BAY 41-ft Yankee Clipper. Perfect condition, new sails, new teak decks, new superstructure, new sink, stove, Loran, radio, diesel engine. Best boat of its type on the Bay. \$130,000. (415) 435-0888.</p>
<p>SANTANA 35 — FOR SALE OR TRADE Sail in a competitive one-design fleet or cruise in comfort with berths for 8 on this fast, fun, well-maintained and fully equipped yacht. Volvo diesel, full Signet instrumentation, dual compasses, VHF, 8 North sails including new main. Price includes 10' Achilles dinghy and 3.5 hp outboard. Owner will assist with financing. Trade? Lease option? \$52,950. Call Wayne 933-9300 or 838-7242 eves.</p>	<p>44-FT ISLANDER YACHTCRAFT Sloop. Des: W. Lapworth for world cruising. Hand lam., 95% completed. Cust. fin. int. & ext. Volvo dsl, Farnet hvy-duty rigging furling main & genoa. Maxwell winches, all quality Marine fittings, ped. steering & more. (408) 462-1998/475-7710.</p> <p>RANGER 33 — \$34,000 Excellent Bay & offshore cruiser/liveaboard. Rigged for short-handed sailing. Cockpit dodger, electric autopilot, full instrumentation, CNG galley & much more. Very clean & conscientiously maintained. (707) 257-3577.</p>	<p>CRUISING AT ITS BEST Sail the San Juans aboard a beautiful Alberg 37. Enjoy the pleasant bays and wonderful sunsets. From the quiet parks to the gaiety of the marine resorts, this will be an adventure you won't forget. Phone Diane (415) 381-5876.</p>
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<p>MARITIME ATTORNEY Resolving Warranty, purchase/sale charter, construction, repair, collision, injury and lien problems for over 21 years. Practical experience counts; Over 37 years of Bay/ocean racing and cruising! William E. Vaughan, Esq., 17 Embarcadero Cove, Oakland. (415) 532-1786.</p>	<p>BERKELEY SAIL Sail the Bay or the Pacific aboard a 37' yawl with licensed captain. \$10.00 per person, 3 to 4 hours for groups of six. \$20.00 per hour for smaller groups or longer periods of time. Now in Sausalito. 332-1712.</p>	<p>SAILING AND WINDSURFING INSTRUCTORS Spinnaker Sailing, located on the Peninsula, needs qualified part-time windsurfing and sailing instructors. Mistral certification for windsurfing instructors and ASA certification/C.G. license for sailing instructor is desired. (415) 363-1390.</p>
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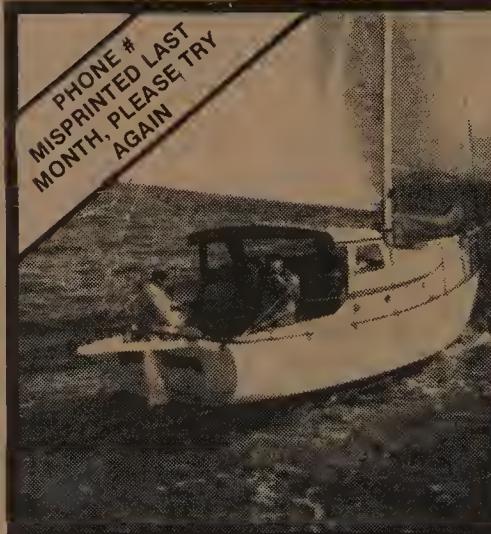


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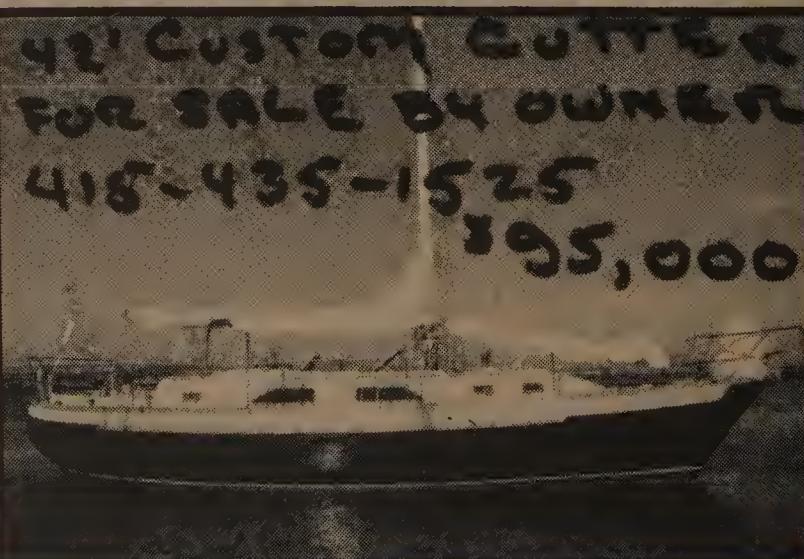


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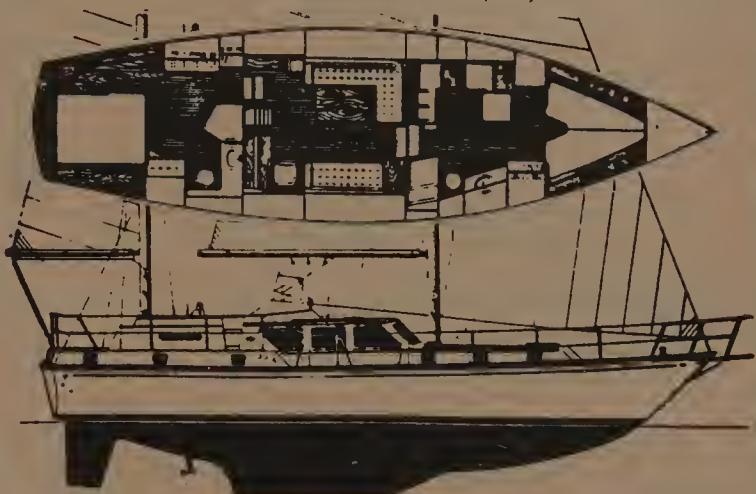
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SPECIFICATIONS

L.O.A.	47'5"
L.W.L.	40'6"
Beam	13'10"
Draft	5'6"

Height of mast above wtrline	54'5"
Displ	38,000 lbs
Ballast (lead)	10,500 lbs
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(ketch)	923 sq ft
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15'	Coronado	'72 m j	2 frm 1,795
16'	Neptune	'79 m j	2 frm 2,500
18'	Windrose 5.5	'81 m j	4,395
20'	Santana	'80 m j g Sp	6,800
22'	Chrysler	'76 m g	7,950
22'	J-22	Demo '84 m j Sp	11,750
22'	Ranger	'80 m g Sp	7,995
26'	Clipper	'73 m j g	2 frm 5,500
26'	Trimaran	m j g	4,000
26'	Columbia	'69 m j g Sp	9,995
27'	Hunter	'76 m j g	19,500
27'	Buccaneer	'75 m j g	14,750
9.3M	Clipper	m 2j	16,500

IN THE WATER

28'	Spirit	'79 mg	15hpDSL	26,000
30'	Catalina	'75 m j	22hp gas	25,750
30'	Rawson	'74 m 2jg	25hp dsl	32,750
32'	Traveller	'76 mjstg	27hpDSL	54,500
36'	Islander	'80 m j g	40hpgas	49,500
38'	Downeaster	'75 mjstays	44hp	75,000

m = main; j = jib; g = genoa; sp = spinnaker; ob = outboard

Gale E. Stockdale



KENSINGTON YACHT & SHIP BROKERS

475 GATE 5 ROAD
SUITE 120
SAUSALITO, CA 94965
(415) 332-1707

CHOOSE FROM OVER 200 IN OUR POWER & SAIL LISTINGS



32' ARIES SLOOP, 1979.
Rugged, bristol, Sausalito berth.
Asking \$41,000.



32' TRAVELLER CUTTER, 1977.
Experienced blue water cruiser,
loaded w/equip. Berkeley berth.
Asking \$49,900.



38' ALAJUELA CUTTER, 1978.
Cruising vet, bristol, windvane,
solar elec., 8 sails, Loran, etc.
Asking \$79,000.

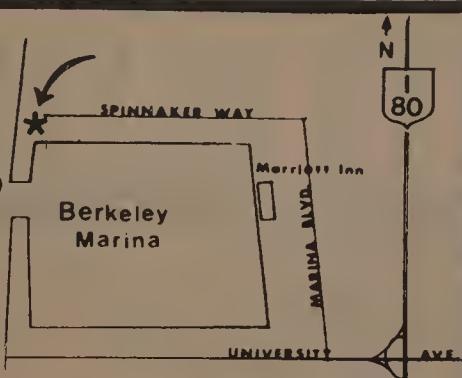


**32' DOWNEASTER CUTTER,
1976.** Shows great; Sausalito
berth, recent survey. Asking
\$54,000.



**36' ISLANDER FREEPORT,
1980.** Full electronics, 7 sails,
raft; an exceptional bargain.
Reduced to \$66,000.

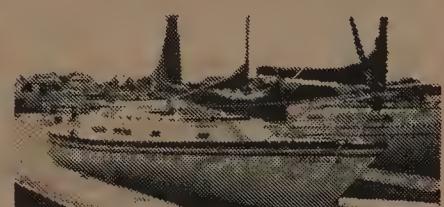
BERKELEY MARINA
#1 SPINNAKER WAY
BERKELEY, CA 94710
(415) 549-1707



**30' FISHER PILOT HOUSE M/S,
1978.** Exceptionally high
quality; Trans-Atlantic vet.
Asking \$55,000.



**36' S-2 (11-Meter) SLOOP,
1980.** A performance racer
cruiser & very comfortable
liveaboard. Asking \$67,000.



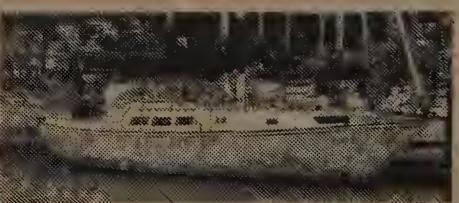
37' HUNTER CUTTER, 1984.
Club & furl jibs, super condition;
perfect liveaboard & cruiser.
Asking \$72,000.



28' ISLANDER, 1975. Race
equipped, Sausalito berth. Has
been beautifully maintained.
Asking \$29,900.



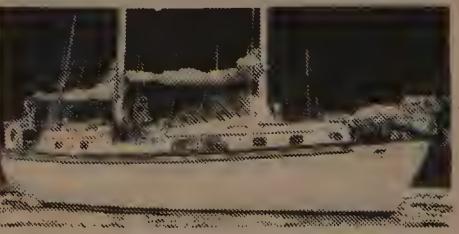
**40' OCEAN (11.9 METER),
1983.** New Zealand built cruiser;
furl. jib & main, radar, Sat-Nav.,
gen, dinghy, etc. Asking
\$130,000.



41' NEWPORT SLOOP, 1983.
Quality throughout. Sausalito
berth. Asking \$92,000.



41' FORMOSA KETCH, 1972.
F/G, bristol ocean vet, diesel,
alum. spars, beamy liveaboard.
Sausalito berth. Asking \$79,000



36' CHEOY LEE, 1976. Center
cockpit, aft cabin, well-
maintained liveaboard/cruiser.
Reduced to \$68,000.

HUNTER

HUNTER 23 ----- 11,400 + tax
 HUNTER 25.5 ----- 18,500 ibd
 HUNTER 28.5 \$ 33k
 HUNTER 31 ----- 43k
 HUNTER 37 ----- 81k
 HUNTER 40 ----- 89k

Brokerage, 'fresh Water'

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SAN FRANCISCO BAY BOAT BROKERS SAUSALITO, CA (415) 332-8794

22' Santana	2 available	'69, '79	frm	5,000.00
23' Ranger		'72		8,750.00
26' Columbia MKI		'64		7,000.00
26' Catalina	2 available	'71, '78	frm	16,500.00
27' Vega Sloop		'72		22,000.00
27' Santana		'68		12,500.00
29' Cal 2'29		'75		27,900.00
30' Columbia 30		'72		25,500.00
31' Offshore 31 Ketch	2 available	'72	frm	30,000.00
31' Mariner 31 Ketch		'71		30,000.00
32' Traveller	2 available	'77, '79	frm	49,500.00
32' Islander		'75		30,000.00
34' Cal 34	2 available	'68, '69	frm	32,000.00
36' Islander		'76		51,000.00
38' Bristol 38 Sloop		'69		43,500.00
39' Cal 39		'77		79,000.00
39' Freya 39		'80		105,000.00
39' Oceans 11.9 MS		'83		130,000.00
40' Hinckley Bermuda 40 Yawl		'63		89,000.00
40' Farr 40 "SAGACIOUS"		'84		125,000.00
40' Cheoy Lee Midshipman Ketch		'75		90,000.00
41' King's Legend Cruiser		'85		105,000.00
41' Freeport Islander	2 available	'76, '77	frm	108,000.00
42' Pearson 424 Ketch		'80		125,000.00
45' Garden Porpoise Ketch		'77		145,000.00
32' Scheel Sloop		'66		24,500.00
32' Tumlare Sloop		'48		29,000.00
35' Garden Aux. Cruising Cutter		'79		55,000.00
35' Cheoy Lee "Lion" Sloop		'56		38,000.00
40' Sparkman & Stephens Aux. Yawl		'60		57,000.00
40' Kettenburg K-40		'64		29,000.00
40' Concordia Yawl		'57		75,000.00
34' Chris Craft Sedan				29,000.00
34' Fairliner 340		'66		22,800.00
38' Hunter Express Cruiser		'60		38,000.00
40' Pilgrim		'85		165,000.00

"... THERE IS NOTHING — ABSOLUTELY NOTHING —
 HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

EDGEWATER YACHT SALES

1306 BRIDGEWAY

SAUSALITO, CA 94965

(415) 332-2060

CURRENT OFFERS — MANY OTHERS AVAILABLE



38' GARDEN CUTTER

1982 Fiberglass, Perkins diesel. Ideal cruise/liveaboard.
 Like new. Bank repo, reduced to sell. Only \$65,000.



30' CATALINA. 1978 loaded with
 quality gear. Owner has new
 boat & wants it sold. Make offer.

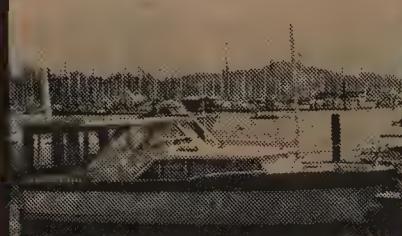


J-24 SLOOP. 1980 w/new trailer.
 4.5 ob well equiped. Absentee
 owner says sell. Asking \$11,500.



36' ISLANDER FREEPORT

1980, loaded, full electronics including Ham. South Pacific vet,
 Sausalito liveaboard. Must sell, reduced to only \$50,000.



32' CHRIS CONNIE. Chris
 Craft's most popular model. Up
 to survey. New canvas. \$14,500.

26' THUNDERBIRD. Twin V8
 Onan generator, air condition'g
 & heat unit w/trlr. \$25,000



40' PILGRAM

1985 built in Canada, diesel w/8 kw gen. Large specious interior
 queen berth. An absolute jewel. Owner must sell. Make offer.

PETER JONES YACHT BROKERAGE (415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

44' LAFITTE '80. Cutter rigged sloop. Extremely well equiped and well rigged luxurious cruiser w/many custom features. **175,000.**
 40' PILGRIM '85. Elegant trad mtryacht. Classic dsn. Flybridge. **\$165,000**
 40' NEWICK CUSTOM CATAMARAN '83. Wing mast, West sys., trans-pac vet. **\$96,000.**
 37' SOVEREL '72. Super cruis'g slp. Ds., vane, SSB, Loran + more. **Inquire.**
 36' ISLANDER '74. Wheel, Signet electronics, clean. **Great Price!**
 36' YAMAHA '81. (7) sails, hydraulics, whl, electronics, Clean. **Inquire.**
 36' OKOMOTO kch '56. Mahog on oak, bronze fastened, recent-refit. **\$29,500.**
 36' PEARSON 365 '76. Well maintained ketch w/lots of extras. **OFFER**
 34' COLUMBIA MKII '73. Very clean, lrg interior, S.F. Marina slp. **\$36,500.**
 34' WYLIE '80. Dsl, Loran, nine sails, autopilot and more. **\$49,500.**
 33' MORGAN '68. Recent refit, new diesel and sails. **Inquire.**
 33' NOR'WEST. Strongly built, fast, Burns design with nice interior, diesel, wheel, Rover dinghy and more. Ideal world cruiser. **\$49,950.**
 32' STEPHENS SEDAN CRUISER '48. Very cozy mahogany on oak cruiser w/35 ft. S.F. Marina slip included. **\$16,500.**
 32' CRUISING SLOOP '72. Superbly built NZ kauri. Must see! **\$35,000.**
 31' CHEOY LEE OFFSHORE '69. Crusing ketch w/Loran, dodger, **\$29,000**
 30' IRWIN CITATION '80. Diesel, refrigeration, roomy. **\$35,500.**
 30' ISLANDER MKII '71. Call for great price!
 30' NEWPORT MKII '77. TillerMaster, race rigged, nice. **\$30,000**
 28' PEARSON TRITON, '67. Super clean, well rigged, cstm features. **Inquire.**
 27' CAL '73. Well equipped racer/cruiser. Autohelm, dink & more. **\$14,000.**
 27' ERICSON '74. Clean with possible S.F. Marina berth. **Inquire.**
 27' NEWPORT 27S '77. Very clean. Depth, VHF, 6 sails, dsl + more. **\$15,500.**
 27' SANTANA '67. O.B., 6 sails, autopilot, etc. Honda. **Good Deal.**
 27' VEGA '73. Clean pocket cruiser w/dsl, dodger, cabin heater, etc. **Inquire.**
 26' COLUMBIA MKII '69. Roomy with lines led aft. 2 anchors. **\$10,500.**
 26' CHRYSLER '78. Large trailerable boat with o.b. **\$10,950.**
 25' CAL 2-25 '77. Buy this boat! Yanmar diesel. **\$10,000.**
 24' NORTHSTAR-FARR 727 '76. Go fast with 7 sails, hfoil, Barients. Offers.
 24' NIGHTINGALE '74. Great well-equip little racer/cruiser. **CHEAP.**

20-26 FIBERGLASS SLOOPS. I have a number of boats in this size range.
CALL FOR MANY MORE LISTINGS

SELLERS: If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

For Sale

Farr 43 "Equity"
 Winner Class C 1986 Kenwood Cup



Hood Sails
 Ockam Instruments
 Barent Winches
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 33.1 IOR rating

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NO ONE WORKS HARDER TO SELL YOUR BROKERAGE BOAT

If you are serious about selling your boat
 Call Frank Pease — Broker.

SAIL BOATS

18' CAPE DORY. 79/80...	\$5,900
20' YANGLING. '84, t/r	6,500
20' HOLDER. '84, t/r	6,500
24' YANKEE DOLPHIN. '69	12,000
25' CAL 2-25. '79	15,900
25' CHRYSLER. '77, t/r	8,500
25' HUNTER. '82	14,900



38' CHRIS CRAFT. Connie - 1970. T-230. Loaded. Fresh engines, bottom paint. **\$65,000.**

40' WORTH. New demonstrator model. **\$120,000.**

26' CONTESSA. '78	19,500
27' CAL 27. '71	12,250
27' CATALINA. '71	10,500
27' CAPE DORY. '77	25,500
27' SUN. '78	25,500
28' KINGS CRUISER. '59	7,900
29' ERICSON. '76	28,500
30' CATALINA. '80	29,900
30' MFGA. '79	13,500
32' CHALLENGER	36,500
38' HANS CHRISTIAN MKII.	106,000

POWER BOATS

18' SEARAY BR t/r. '78	10,500
18' FIBERFORM. t/r. '69	6,000
18' GLASSPAR. t/r. '61	2,500

20' CORRECTCRAFT Inb. t/r. '77	6,500
20' THOMPSON CC. t/r. '86	17,500
24' SEARAY WG. t/r. '78	18,000
24' GLASPLY HT/CC. '81	13,500
24' WELLCRAFT SPORT FISHER. '79	16,485
24' BAYLINER TROPHY. '83	18,000
25' FARALLON FISHERMAN. t/r. '81	29,500



42' GRAND BANKS. Aft cabin, 1972. T-diesel, loaded. Exterior completely refinished. **\$115,000.**

27' SEARAY (SDA). T470. '82	37,500
27' CHRIS CRAFT. '64	12,900
28' FIBERFORM FB. '79	26,400
33' CARVER T266. I/O. SDB. '77	47,000
36' CHRIS CRAFT. '70	65,000
41' CHRIS CRAFT. T225. Inb. '62	35,000
41' PILGRIM. '85	165,000
42' GRAND BANKS. T-Diesel	115,000

**MARINE CENTER
 YACHT SALES**

Located At San Leandro Marine Center, San Leandro

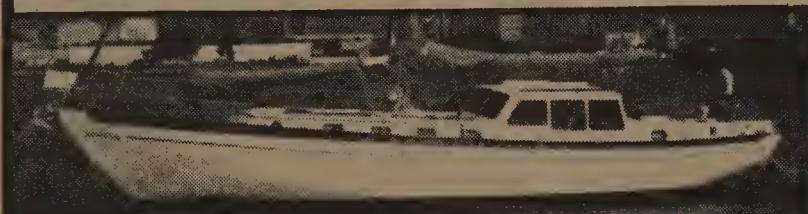
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MILANO YACHTS



1981 CREALOCK EXCALIBUR 42

Flush deck sloop (sistership to Kaalita) teak decks, airex construction, Volvo 35HP saildrive, external lead keel, winch upgrade, hi-performance cruising. Must sell! Was \$134,500. Now \$109,500.



1984 EAGLE 46 PILOTHOUSE CUTTER

Fiberglass custom built on Explorer 45 hull by Huntingford, inside and cockpit controls, private aft stateroom w/double bed, Isuzu 70HP diesel, full keel, Lewmar winches, Hood furling jib, reduced to \$124,500.



47' Gulfstar Sailmaster, Gen, Radar, Extras, ask for Sandy.
36' Islander, 1971, New diesel and mast, 55,000.
30' Islander, 1975, very clean, 25,000.
28' O'Day, 1981, 10'3" beam, very roomy and clean, diesel, good headroom and equipment, 25,000/offer.

ASSOCIATED YACHT BROKERS, INC.

1070 MARINA VILLAGE PARKWAY, #206
ALAMEDA, CA 94501 (415) 865-0808

REPO HOTLINE

(415)
523-8502

Size	Manufacturer	Year	Description/Comments	Value	High Bid
POWERBOATS					
29'	Carver Monterey	'85	Spartcruiser, twin 270 Crusaders	58,500	32,000
32'	Broadwater	'74	Spartcruiser, 225 Chrys. flybridge	32,500	
38'	Huckins	'47	Spartcruiser, twin Chrys, hemi 421	20,000	3,000
SAILBOATS					
25'	Santana 525	'80	5 sails, speeda, head	12,000	6,250
27'	Balboa	'81	Main/jib, 9.9 Johnson/tank	12,800	
27'	Ericson	'73	Main/2 jibs, new Atamic 4, speeda	16,800	
30'	Catalina	'82	Main/jib, Atamic 4, VHF, speeda	34,000	24,000
30'	Clipper Marine	'75	Main/jib, 10 Chrys. ab, DS, trlr	12,000	
30'	U.S. Yachts	'82	Main, 13 Valva dsl, 110, wheel	32,500	20,000
36'	Union Polar	'85	3 sails, 50 Perkins dsl, 110,	85,000	55,000
37'	Ranger	'74	8 sails, Atamic 4, new paint, more	37,500	26,000
39'	Soverel Custom	'80	IOR race machine! Too much stuff!	65,000	25,000
41'	Islander Freepart	'76	4 sails, 100 Chrys dsl, liveaboard	99,000	65,000
SOON TO BE RELEASED FOR SALE					
23'	Sea Ray	'85	Trailer. . . More info soon	24,500	
42'	Naval Sundek	'85	Twin 185 T Perkins dsl, more	165,000	

Unless otherwise noted, all boats are located in our storage yard, or at our docks at Mariner Square in Alameda. CALL IF YOU NEED DIRECTIONS TO OUR OFFICE (415) 523-8502

PLEASE CALL TO OBTAIN THE LATEST RELEASES AND CURRENT BIDS FOR OUR POWER, SAIL, & HOUSEBOAT LISTINGS. TO BE PUT ONTO OUR MONTHLY MAILING LIST, COMPLETE THE FORM BELOW & SEND TO:

REPO HOTLINE, 2415 Mariner Square Dr., Alameda, CA 94501

Name: _____

Address: _____

Phone: (h) () (w) ()

I am interested in: Power Sail Price range

Length: (20'-25', 25'-30', etc.)

Type: (Fish/Ski, Cruise/Race, etc.)

GREAT STARTER BOATS			
★ 22' McGreagor	\$ 5,000	★ 27' Coronado	2 frm 8,500
★ 22' Santana	2 frm 5,250	★ 27' Buccaneer	12,500
★ 23' Ericson	8,500	27' Cal 2-27	2 frm 16,500
★ 24' Windward Sloop	6,000	★ 27' Ericson	17,900
24' Yankee Dolphin	12,500	★ 28' Newport	2 frm 20,000
25' Bahama	9,800	28' Islander	30,000
25' Pacific Seacraft	22,000	★ 28' Islander	34,500
★ 25' Cal 2-25	23,000	29' Columbia	18,000
★ 26' Dawson	18,000	30' Coronado	22,500
★ 26' Islander	23,500	★ 30' Cal 2-30	22,000
★ 26' Columbia Mk II	2 fm 8,000	★ 30' Seidelmann	28,500
★ 26' Excalibur	8,000	30' Islander Mk II	28,000
★ 26' Pearson	9,000		

CLUB RACERS — COASTAL CRUISERS

★ 25' Yamaha	\$ 15,900	★ 31' Columbia 9.6	28,000
★ 27' Dufour 2800	27,000	★ 32' Ericson	27,500
★ 30' Palmer Johnson	31,500	33' Kalik	49,975
30' Newport 30 II	31,000	34' Hunter	49,950
★ 30' Islander Bahama	39,500	★ 34' Columbia	39,000
30' Ericson	27,000	34' North Coast	46,500
★ 31' Pearson	34,000	38' Catalina	63,000

C & C'S GALORE — RACE OR CRUISE

24' C & C	\$ 14,000	★ 34' C & C	59,500
26' C & C	29,000	35' C & C Mk I	39,500
★ 27' C & C	25,000	35' C & C Mk II	58,500
30' C & C	38,950	★ 36' C & C	69,000
30' C & C 1/2 Ton	29,750	★ 40' C & C	2 frm 110,000
30' C & C 1/2 Ton	22,500		

EXHILARATING HIGH PERFORMANCE — RACE READY

24' Nightingale	\$ 9,500	30' Pearson Flyer	38,500
★ 24' Farr 727	8,500	★ 30' J-30	38,750
24' Moore	16,000	★ 31' Peterson 1/2 ton	offers
★ 27' Santa Cruz	14,000	★ 33' Rodgers	39,500
★ 27' Contest	17,950	★ 33' Peterson "Stuff"	33,500
28' Mair Custom	18,500	★ 33' Peterson "Flyer"	43,950
★ 29' Buccaneer 295	2 frm 27,500	★ 34' Dash	38,500
★ 30' Humboldt Bay	29,500	34' Wylie	2 frm 49,500
★ 30' Olson	24,000	36' Peterson	65,000
30' Custom ULDB	23,000	55' Swede	121,000

LIVEABOARDS — EXPERIENCED OFF-SHORE CRUISERS

★ 30' Willard 8-Ton	\$ 49,500	★ 39' Cal Corinthian	72,000
★ 30' Bristol 29.9	37,000	★ 41' Cheoy Lee	99,500
31' Mariah	62,000	★ 43' Kettenburg	62,000
★ 32' Bristol	37,000	43' Amphitrite	149,000
32' Westsail	62,500	44' Norseman 447	210,000
★ 33' Freedom	79,000	45' Explorer	110,000
★ 35' Bristol 35.5	2 fm 63,000	★ 46' Formosa	99,500
37' Custom Schooner	78,000	46' Morgan Ketch	150,000
38' Morgan 382	69,000	47' Perry	129,500
38' Downeast	79,000	★ 50' Columbia	2 frm 92,500
★ 39' Landfall	69,000	54' Perry	245,000
★ 39' Lancer M/S	94,000		

CLASSIC CRUISERS

★ 23' Bear Boat	\$ 10,500	★ 32' Islander	29,500
★ 26' Nordhavn M/S	20,000	★ 32' Matinier	80,500
★ 30' McGregor	25,000	38' Alden Challenger	78,000
30' Steel Schooner	36,000	55' Alden C/B Yawl	90,000
31' Mariner	33,000	★ 60' Gaff Rigged Cutter	Shown by appt. only 150,000

★ AT OUR DOCKS

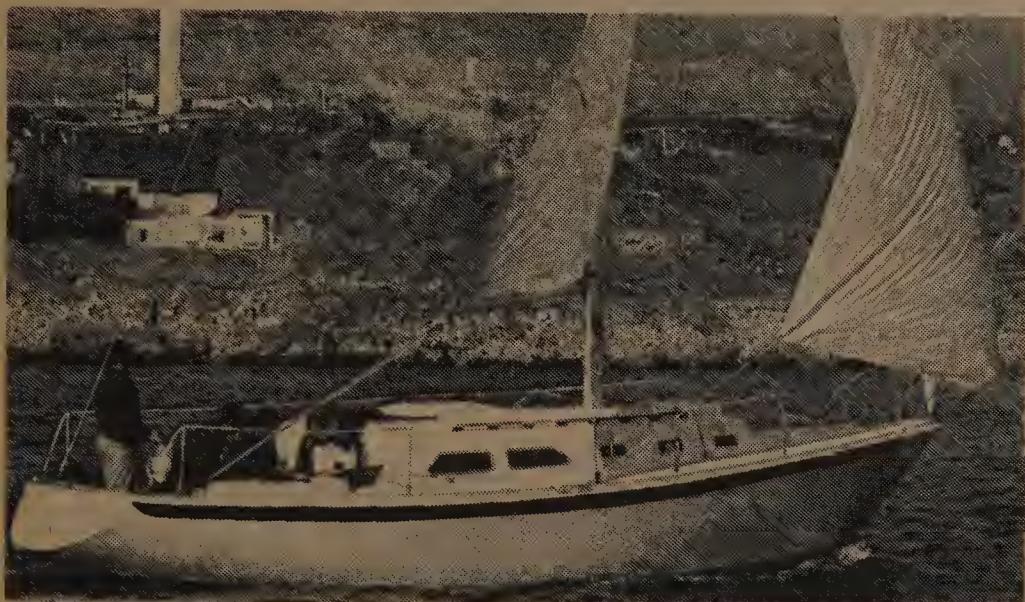
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MILANO YACHTS

DISTINCTIVE NEW &
PRE-OWNED CRUISING YACHTS

"REXFORD II" 1970 ERICSON 32'



An ideal family cruiser designed by Bruce King that has just been reduced to a very low price for quick resale because the owner is leaving the country. Here is your chance to get into a bigger boat for less money than you thought possible. This is *not* a stripped boat and its *not* a bank repo . . . although you might think so by the price.

The seller bottom painted last fall. He just installed a new VHF, new cockpit cushions. We're talking "serious" here!

The split cockpit wheel steering is perfect for easy sailing. The Atomic four was rebuilt in 1984 and used sparingly since. She sports a brand new stainless steel muffler system.

The sail inventory includes a heavy & light air main, 110%, 150% and a storm jib.

The interior of an Ericson 32 lends itself nicely to liveability and comfort either in the harbor, sailing on the bay or offshore. You will be pleased and the family will be safe and happy.

So, don't miss this opportunity! These don't come along very often at . . .

Call Jack Meagher for details.

\$23,500



CATALINA 38 1987

Fully equipped all gear up graded by the present owner. Teak and Holly cabin sole, Teak interior, fabric cushions. All lines lead aft, Hood foil system, Signet 1000, 1500 and 2000 instruments, Main, 3 Jibs, Spinnaker, Hydraulic backstay. She is in great condition.

Call Ed Milano for details. **\$63,000**



LANDFALL 39 — 1977

If inside steering is your thing, you're dreams are answered! With a full inside steering station, diesel engine and full cruising gear including Monitor wind vane, you are ready to go in comfort. Large interior with aft cabin makes it ideal for the boating family. Call Jack Meagher for details.

\$69,000.



CHEOY LEE 28 — 1972

Center board sloop. Classic little cruiser in perfect condition. Teak decks with a comfortable cockpit. Large interior with lots of storage. Hot & Cold pressure water, dinette, all new fabric cushions, neat as a pin. Fresh water cooled Volvo diesel engine. Cheoy Lee quality in the perfect size for two. Call Ed Milano for details.

\$31,000



PETERSON 33

"Flyer" is set up for racing, with furniture. Equipment list is extensive and complete — Loran included! Excellent ocean boat and very competitive . . . we're talking bags of sails, mylar, Kevlar, Micron 33, etc. So if you're a serious sailor, come & have a look!

Asl for Ed Milano.

\$43,500.

Call Ed Milano for details.

Finding the Best USED BOAT VALUE

It's our full service and dedication to serving all of your boating needs that makes us the exception to the norm. We have the people, the knowledge and the desire to assist you in finding "just that right dream." Remember **"Brokerage is our Business,"** who better to serve you than an office with a single purpose.

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35' MARINER KETCH
Perkins dsl, 10 bags sails, DS, RDF, KM, dinghy. Famous Garden designed cruiser. \$34,500.



26' SEA-BIRD YAWL.
Famous gaff rigged seagoing design Volvo dsl, RDF, DS. Traditional & Classic. \$13,000.



32' DREADNAUGHT KETCH.
F/G version of Tahiti ketch Volvo dsl, dinghy, VHF, DS, RDF. Heavy weather cruiser. \$28,900.



28' HERRESHOFF ORIGONAL H-28
New sails, dinghy, vane, AP. Two boat owner, must sell fast. — \$14,900/Offers.



**40' SPARKMAN
AND STEPHENS
MACKINAC SLOOP.**

VHF, DS, RDF, dinghy w/OB, full cover. A real traditional look at an excellent price. \$34,500.



29' ALDEN HINCKLEY SLOOP.
An absolute jewel! Meticulously maintained, VHF, DS, refer, IB, new teak decks, full cover. \$24,500.



32' ATKINS/ARCHER "ERIC" KETCH.
Sabb dsl, VHF, DS, RDF built under Lloyds supervision. Clean and in good condition. Traditional cruiser. Very roomy. \$39,500/Offers



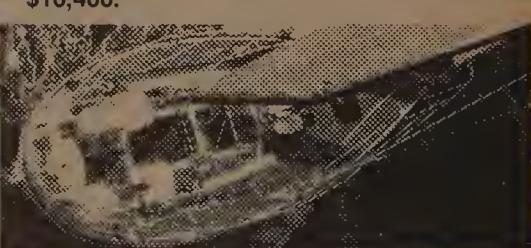
25' CUSTOM HUNTER SLOOP.
I.B., furling jib, forced air heating, Custom trailer. Excellent for Baja or wherever. \$16,400.



56' GARDEN KETCH WORLD CRUISER.
Yellow cedar. Perkins 4 236 dsl, 1200m range. Fully cruise equiped including SatNav, Ham radio, Aries vane. Must sell \$87,000/Offers



32' TUMLAREN CLASS SLOOP (Large version) Baltic pine. Brand new Volvo dsl. Fast & beautiful, a real eye catcher. Truly one of the finest vessels we have represented, at an excellent asking price. \$24,000.



44' LAFITTE CUTTER. Famous Perry design. Rod rigging, hydraulic backstay, radar, AP, loran. Fully equiped for liveaboard or world cruising. \$144,500.



34' MAINSHIP MOTOR CRUISER.
F/G American built, Turbo dsl. Set up for Bay or coastal cruising. \$57,900.



26' CHRIS CRAFT COMMUTER.
Twin screw, VHF, DS, stereo, boat lev-
elers. Well maintained classic. All
original. Asking \$12,000.



36' GRAND BANKS. Twin diesels. Kept in covered berth. Aft cabin remodeled for extra comfort. Excellent liveaboard cruiser. Own a legend! \$47,500.

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THE ONLY BOAT THAT'S JUST LIKE THE EXPRESS 34 IS THE EXPRESS 34

Sounds obvious. But how many times have you heard at boat shows recently, "It's just like the Express 34, only cheaper." Well, the Express 34 didn't become the reference point of the sailing world by being just like other boats.



The Express 34 is the only boat selected as *Boat of the Year* by SAILING WORLD magazine. (And, they included price in their criteria.)



The Express 34 is the only boat offering a lifetime warranty. One of the boats claiming to be "just like an Express" offers you a 6 month warranty!



The Express 34 is the only boat in the 34 ft range designed and engineered to ABS standards by Carl Schumacher. The Schumacher name not only stands for ease of handling and superior performance, but high resale value.



The Express 34 is the only boat in the 34 ft range built entirely with **acrylic modified epoxy resin** for superior strength and blister resistance. It is not built with epoxy resin as stated in our ad of February 1987.



The Express 34 is the only boat with the support of the Corlett-Blasier Team -meaning superior service, the best track record in big boat one-design fleet development, and higher resale value. (48% of the 77 production boats sailing in the Big Daddy Regatta on March 7&8 were Express's!)



The Express 34, at \$84,330, has standard features and equipment unmatched by any boat in the size range - any boat.



"Knowing the Difference" is our business. At a boat show, you may not see all the differences, but the professional you rely on *should*. At Corlett-Blasier, "Knowing the Difference" is the essence of our business. We know these "differences" mean a more versatile, easier to handle, stronger and safer boat with more enduring value for you.

We strongly believe that the more *you* know, the more you'll want to join the Express family. Before you buy your next boat, let us show you the difference between the Express and the rest.

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32', VALIANT Bob Perry design. Sturdy cruising boat used very little. In exclnt cond, recent epoxy bottom job, seller will consider a smaller boat in trade or property. Asking \$62,000.

30', OLSON The ultimate giggle machine at a super silly price! Being sold by a non-profit organization at a price so low we can't even publish it. Now's your chance to steal a boat but don't delay or someone else will be doing the laughing.

36', UNIFLITE Fish the ocean with the seaworthiness and confidence that a Uniflite will give you or explore the bay and delta in this beautiful sedan. Either way, the light and airy interior with two cabins plus head and shower will be a hit with the family.

36', ISLANDER Impeccable through out, honestly! 1979 model w/diesel, dodger, wheel, furling system, reefer/freezer, stereo. Available with a choice S.F. Berth. If you are tired of junk come see this one. Asking only \$62,500.

Sistership

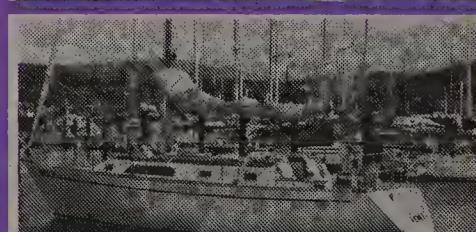
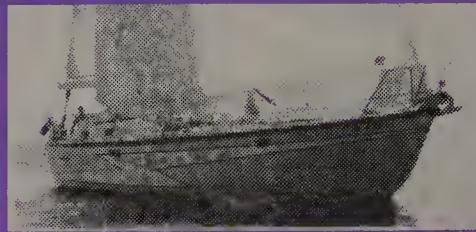
42', HATTERAS LRC An uncompromising cruiser built to the highest standards. Very fuel efficient with a cruising range of over 1,000 miles will allow you to explore wherever your imagination can take you. The interior is open and airy.

SAIL

37' CREALOCK	108,000
38' FARALLONE CLIPPER	35,000
38' MORGAN	75,000
38' CATALINA SLOOP	73,950
39' CAL CORITHIAN	89,000
39' ROGERS	99,500
39' WESTSAIL CUTTER	79,900
40' X-1 TON SLOOP	95,000
40' MORGAN KETCH	70,000
40' ACAPULCO	86,500
40' NORDIC	160,000
40' GULFSTAR	84,995
40' PEARSON	80,000
41' ISLANDER FREEPORT	95,000
42' WESTSAIL CUTTER	95,000 *
42' GARDEN KETCH	100,000
43' AMPHITRITE	149,000
43' ALDEN SCHOONER	95,000
44' LANCER	162,500
44' PETERSON	125,000
46' MOTORSAILOR	160,000
47' VAGABOND	125,000
48' PILOTHOUSE kch	275,000 *
50' SANTA CRUZ	169,000
55' KETCH	149,500

Plus Many Others

* San Francisco Berth Included



53', HATTERAS Make your dreams come true with this truly better than new yacht. Just a little over two years old, this yacht has only 600 hours on the engines. Capable of accommodating 6 in three staterooms with three full heads. This immaculate vessel is perfectly suited for either long distance curising or weekend retreats up the delta. Available for \$250,000 less than replacement this boat is a must see. Seller has purchased a larger vessel from us and will consider offers.

39', FREYA Veteran of Hawaii & Pac. Northwest cruises, WV, WL, autopilot, dinghy, dodger. Incredible buy at \$79,500 makes this the best buy on the West Coast. Don't let this one get away!

47', SPARKMAN & STEPHENS. Beauty and old world craftsmanship best describe this classic. Veteran of 8 trips to Mexico. Very nice condition thru-out. Substantial sail and electronic inventory. Hurry, won't last long at \$85,000.

38', ERICSON Sloop Furling system, 2 anchors, VHF, loran autopilot, refir, etc. Comfortable family cruiser with all the amenities for spending extended periods on board. Available at a very attractive price of \$89,500.

40', PETERSON Handsome and sturdy racer/cruiser. Unbelievable inventory! 14 sails, SSB, Trimble, Fax, Sat nav, Autopilot, microwave, and lots more. Comfortable interior with aft cabin and huge nav station. Priced very competitively at \$85,000.

34', NORDIC Incredible NEW design by Bob Perry. Built in the Nordic tradition with no skimping on the details. Private owners aft cabin, bright spacious salon, every appointment done to perfection, even a transom door.

POWER

21' STARFIRE	\$25,000
30' TROLLER	48,000
30' CLASSIC FAIRCHILD	49,950
33' PACEMAKER	15,000
34' RIVA	125,000
35' VIKING Convertible	104,000
36' GRAND BANKS	2 frm 47,500
40' MORGAN KETCH	58,950
42' GRAND BANKS	158,000
42' HATTERAS RC	169,000
43' HATTERAS MY	2 frm 169,000
44' PACIFICA	240,000 *
44' PACEMAKER SF	149,000
50' OCEAN	250,000
55' STEPHENS Cruiser	150,000
57' DAYTONA YF	309,500
58' HATTERAS MY	265,000
63' FLYBRIDGE MY	290,000
70' HATTERAS CMY	895,000

Plus Many Others

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